

PLATTSBURGH AIR FORCE BASE
U.S. Route 9
Plattsburgh
Clinton County
New York

HAER No. NY-326

PHOTOGRAPHS

WRITTEN HISTORICAL SUMMARY

HISTORIC AMERICAN ENGINEERING RECORD

National Park Service
Northeast Region
Philadelphia Support Office
U.S. Custom House
200 Chestnut Street
Philadelphia, Pennsylvania 19106

HISTORIC AMERICAN ENGINEERING RECORD

PLATTSBURGH AIR FORCE BASE

HAER No. NY-326

Location: U.S. Route 9, Plattsburgh, Clinton County, New York
Plattsburgh, NY-VT Quadrangle, 1:24,000 (1966)
USGS Universal Transverse Mercator Coordinates:
18. 621440.4947140

Date of Construction: 1838-original establishment; 1955 Plattsburgh Air Force Base (AFB)

Present Owner: United States Air Force

Present Use: Closed (1995), transitioning to civilian reuse.

Significance: For over 100 years, the United States has maintained a military presence at the site of the now closed Plattsburgh AFB. During the Civil War, Union troops organized and departed from the base; during the Spanish-American War, the 21st Infantry departed for Cuba from the base; the first Reserve Officer Training Corps (ROTC) originated at the base; and during the height of the Cold War, the strategic bomber units and refueling wings based at Plattsburgh AFB proved to be the United States' foremost deterrence against Soviet nuclear aggression.

Project Information: Plattsburgh Air Force Base (AFB) is being documented in accordance with HAER standards to mitigate for the potential adverse effects of transferring deed of title to the property from federal ownership. The property transfer is a result of the disposal and reuse of Plattsburgh AFB, pursuant to the Defense Base Closure and Realignment Act of 1993. The mitigation is a stipulation of a Programmatic Agreement (PA) among the U.S. Air Force, the New York State Historic Preservation Officer, and the Advisory Council on Historic Preservation (October 2000).

Historian: Deborah Dobson-Brown
Michael Punphrey
Earth Tech, Inc.
1461 East Cooley Drive
Colton, CA 92324
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I. Introduction

Plattsburgh AFB is situated in Clinton County in the northeast corner of the state of New York. The Canadian Province of Quebec borders the county on the north, with the city of Montreal approximately 65 miles north. Separated by Lake Champlain, the state of Vermont borders Clinton County on the east. The installation consists of 3,447 acres within the southern portions of both the city of Plattsburgh and the town of Plattsburgh. The Plattsburgh vicinity, owing largely to its strategic location on the shores of Lake Champlain, has hosted a military installation since the establishment of Camp Saranac in 1812. The base, as it exists today, began with the construction of the stone barracks and a brick powder magazine in 1838. Throughout the years, the installation has served as an Army facility, when it was known as the Plattsburgh Post (1838-1944), and a Navy facility, when it was known as Camp McDonough (1944-1952), before finally becoming Plattsburgh AFB (1955). With the lessening of tensions occasioned by the breakup of the former Soviet Union, Plattsburgh AFB was placed on DBCRA list in 1993, and officially closed in 1995.

II. Historical Information

In November 1812, American forces under the command of General Dearborn made an unsuccessful attempt to invade Montreal from Plattsburgh; the invasion faltered at the border (Matloff 1996a). During winter of 1812-1813, American troops were garrisoned at Camp Saranac, also known as Pike's Cantonment after their commander, Colonel Zebulon Pike. Camp Saranac was established on the Saranac River, approximately 3 miles upstream of Lake Champlain near, and possibly within, the property of present-day Plattsburgh AFB. The camp, consisting of approximately 200 log huts, was abandoned on 3 March 1813, when Pike led his men on an attack on Toronto, Canada. The attack was successful, but Pike was killed. On 31 July 1813, British troops, in what became known as "Murray's Raid," attacked undefended Plattsburgh and burned Camp Saranac. The exact location of Camp Saranac and approximately 200 unmarked military graves is unknown (Pagliaro 1991, *Press-Republican* 1989).

In the fall of 1813, General Wade Hampton and General James Wilkinson made simultaneous drives against British encampments in Montreal, but were rebuffed. In March 1814, a Wilkinson-led drive managed to penetrate approximately 8 miles into Canada before being stopped (Matloff 1996a).

Under the command of Sir George Prevost, 11,000 British regulars moved up the Richelieu River toward Lake Champlain, crossed the border, and arrived at the town of Plattsburgh on 6 September 1814. Brigadier General Alexander Macomb defended Plattsburgh with 4,500 regular and militia troops, manning a strong line of redoubts and blockhouses established along the Saranac River. A small fleet under the command of Commodore Thomas MacDonough supported Macomb. Prevost waited until his own flotilla arrived, and on 11 September 1814 ordered a joint attack by British land and naval forces. The British flotilla, manned by poorly trained seamen, was no match for the well-trained American fleet and was defeated, surrendering after only 2 hours of combat. The land attack, also meeting with stubborn resistance, became pointless with the loss of the British flotilla. With the loss of his fleet, Prevost called off the land attack and withdrew to Canada. MacDonough's success on Lake Champlain in 1814 decided the fate of a British invasion of New York and helped influence the peace negotiations (Matloff 1996a).

On 30 December 1814, the United States government purchased land near Lake Champlain's western shore that had been related to military activity associated with the Battle of Plattsburgh and commenced construction of the Plattsburgh Post as part of a general move to strengthen the country's military system of defense. It was during much of the rest of the 19th century that a permanent military presence came to be established in Plattsburgh. Until the late 1830s, Plattsburgh was only a marginal post primarily responsible for road construction. In 1838, Congress increased the number of Army personnel, creating a need for adequate housing at the base. As a result, permanent stone barracks, a hospital, and officers' quarters were constructed.

During the Civil War, the post at Plattsburgh was utilized as a rendezvous for mustering and drilling volunteers. The stone barracks not only housed the Union soldiers, but also their wives and children as well. The hospital was also used as sick quarters for wounded soldiers. Following the Civil War, Plattsburgh was unoccupied by troops.

In 1878, Secretary of War George W. McCrary suggested that the reservation should be closed, but within 8 years he reversed his decision and recommended that the Plattsburgh reservation be enlarged to accommodate more troops in a general attempt to expand the army. In 1890, the state of New York passed an act that authorized the acquisition of land not to exceed 1,000 acres in Plattsburgh for military purposes. By 1890, Plattsburgh Barracks were under the command of the 11th Infantry, and the reservation consisted of 173 acres. An appropriation of \$200,000 for the enlargement of the base led to the construction of quarters and barracks for eight companies, with accompanying kitchens, mess halls, stables, storehouses, magazines, and administration buildings. The majority of these buildings were completed by 1895 (Doggett n.d.).

The coming of World War I in Europe coincided with the American military policy of expanding the fighting capabilities of the U.S. Army, both through encouraging the increased enlistment of young men, and through increasing the education of the general public in military matters by forming civilian reserve units. The Army Chief of Staff, Major General Leonard Wood, had developed a seasonal program at Plattsburgh that was designed to develop a reserve officer corps that would understand the basics of national defense, be familiar with military policies, and be capable of assuming field duties should the need arise (Doggett n.d.: 12-13).

After the sinking of the passenger ship *Lusitania* on 9 May 1915, the American public's attention focused on military preparedness. By August 1915, a group of businessmen from New York, concerned about the potential of the United States entering World War I, began the "Plattsburgh Movement."

Originally situated only at Plattsburgh Barracks, this reserve officer-training program, and others modeled upon it, trained more than 100,000 officers by the end of the war. As a result of the Plattsburgh Movement (1915-1941), the post gained an international reputation for its reserve officer training, a concept for the "citizen-soldier" that set the foundations for the Civil Military Training Camps (CMTC)

PLATTSBURGH AIR FORCE BASE

HAER No. NY-326

(Page 4)

and the modern ROTC. Many of the officers trained at Plattsburgh Barracks led troops at the Western Front during World War I. In order to accommodate the training requirements of the new program, a number of new buildings were constructed (Doggett n.d).

After World War I, the Plattsburgh Barracks continued to serve as a training facility for the Officers' Reserve Corps. Due to its undeveloped countryside, rifle ranges, and parade grounds, it was ideally made for training. It continued to house training camps from 1921 until 1938.

Shortly after the end of World War I, however, a new military regiment, the 26th Infantry, was assigned to Plattsburgh Barracks. This regiment remained at Plattsburgh from 1922 until 1941, when it left to participate in World War II (Everest 1984).

While Plattsburgh Barracks seemed to be a stable force in the community, the rest of Plattsburgh's institutions had not been so lucky. By the end of the Roaring Twenties, the Great Depression had hit the entire nation hard, and Plattsburgh's economy was no exception. A number of businesses failed, and, at least initially, nonmilitary, government-supported institutions such as colleges and universities also suffered. Further, the Adirondack timber and paper industries, as well other related businesses, were already reaching the end of their profitability due to the depletion of the upstate forests. With the ending of the depression, these jobs, upon which so many local residents relied, did not return. By the 1940s, Plattsburgh's population and its economy were in a long, slow decline that continued during the rest of the 20th century.

With the world at war, the United States once again attempted to remain neutral in the face of world aggression by Axis forces. In Europe and North Africa, British, French and Soviet forces fought to contain Hitler's desire for more and more land. In the east, Japan proved worrisome in its attacks on neighboring China, among others. Then, on 7 December 1941, Japanese Imperial Forces, without provocation, attacked the United States naval facility at Pearl Harbor, Hawaii, and soon after the United States once again mobilized for world war.

The Army maintained a presence at the Plattsburgh Barracks throughout most of World War II. Combat engineers were trained at the post during 1942 and 1943. By the war's end in 1944, the post was surplus to the needs of the Army and was turned over to the Navy, which used the barracks as the site for an officer indoctrination school known as "Camp MacDonough." In January 1945, the barracks reverted to Army control and operated as a hospital known as Army Air Forces Convalescent Hospital, Plattsburgh. Late in November 1945, it was announced that the convalescent hospital would be closed on 1 December 1945. On 15 March 1946, the barracks were turned over to the United States Army Corps of Engineers, a formality in the closure process, and the 50 civilian employees were dismissed. The property was declared surplus by the Army and acquired by the state of New York. The Department of Defense (DOD), however, retained the rights to the property in the interest of national defense. On 1 April 1946, the New York State Housing Commission made facilities at Plattsburgh Barracks available for college student housing (U.S. Air Force 1985a).

Deeply concerned by the continued decline of Plattsburgh's economy, the apparent pending closure of the barracks, and the subsequent withdrawal of civilian and military personnel, local officials considered marketable ideas for the property's use. As a result of the GI Bill, the state of New York devised a plan to open three colleges for World War II veterans. The state opened Champlain College in fall 1946, using many of the Plattsburgh Barracks buildings for classrooms, dormitories, and faculty housing (Everest 1984). The first classes were held at Champlain College beginning in September 1946, with an enrollment of 1,007 students, 90 percent of who were New York veterans. The college operated at Plattsburgh Barracks until 1953 (U.S. Air Force 1985b).

Champlain College was a great success for Plattsburgh area residents. Large numbers of New York veterans took advantage of the GI Bill, which for many was the only opportunity to go to college and obtain a degree. Enrollment at Champlain College increased each year of its operation. Furthermore, the students also participated in community events and provided a much-needed boost to the local economy.

The end of World War II brought an uneasy peace. The United States once again found itself embroiled at war, this time Korea. Perhaps even more disturbing was the Soviet detonation of a nuclear device of their own. As the nation scrambled to develop a deterrent to the Soviet acquisition of "the bomb," it was as early as 1952 that General LeMay began to consider the Plattsburgh as a site for an installation of the new Strategic Air Command (SAC). There was much opposition from citizens of Plattsburgh to the idea, however, as the local residents feared that the location of such a base would be targeted by the Soviet Union; any nuclear attack would destroy the city of Plattsburgh as well as the base. More important to the local community, however, was the fear of losing the city's academic atmosphere. Records from the Champlain College collection in the Clinton County Historical Museum indicate that the controversy over the location of the Air Force base was well under way by early 1952. A number of local residents formed the "Citizen's Committee for the Continuance of Champlain College." The goal of this committee was not to deter the Air Force from establishing a presence in Plattsburgh, but only to make sure that it did not do so by forcing Champlain College to close its doors.

The variety of educational institutions in Plattsburgh had slowly been increasing since the mid-19th century; they included a number of private "academies," summer schools, and religious schools, as well as public schooling. As a result, the city's residents had begun to put more and more resources into this industry, and the coming of Champlain College had been welcomed for its higher educational status, as well as the boost it brought to the ailing local economy.

Although the Air Force studied three different sites near the community where it thought of constructing a base, it had retained the right to reclaim the Champlain College property at any time America's military needs necessitated such a course of action. After more than a year of controversy, the citizens supported the reestablishment of the military in the area because Plattsburgh would play an important role in their nation's defense and because such an installation would contribute to the local economy (White 1994).

The Air Force had settled on the Plattsburgh AFB site for a number of reasons; two of these, however, demonstrated the continued importance of the property in the minds of military planners. The fact that the Air Force would be able to utilize the property's already existing infrastructure, thus saving money by not having to build a totally new installation, had been one of the same reasons that the Army had maintained an almost continuous presence at Plattsburgh Barracks for over a century. Equally importantly, situating the new base at Plattsburgh allowed SAC to accomplish its primary mission of sending aircraft over the Soviet Union for retaliatory bombing if the Soviets launched a nuclear attack against the United States.

Accordingly, the barracks were returned to the federal government for use as a SAC bomber base and were renamed Plattsburgh AFB in 1954. The initial budget estimate for the construction of Plattsburgh AFB was \$36.2 million (Clinton County Historical Museum, Champlain College Exhibit). Groundbreaking ceremonies for the new base were held on 29 January 1954, and construction work on the "new base" on the west side of U.S. Highway 9 commenced. Construction in March 1954 led to 1,300 new jobs in the Plattsburgh area and invested nearly \$135,000 a week into the local economy. The population grew by 50,000 people during this construction (White 1994). Scheduled to be completed in mid-1955, the work was not completed on time due to labor disputes, work stoppages, and severe winter weather. Within a few years, however, the open fields and marshland surrounding the Plattsburgh AFB area were transformed into a fully operating military installation.

The number of residents in the Plattsburgh area gradually increased in 1954 with the employment of Air Force and Army civilian personnel at the base. By 1957, there was a tremendous increase in the number of Air Force personnel in the area. Also in 1957, there was a marked increase from the previous 5 years in the number of construction-related businesses and trades, as well as motels. By 1960, the number of Air Force personnel in the community was still growing, as were the businesses catering to Air Force personnel needs. The population of Plattsburgh reached 20,000 in 1960; the "trading population" had also jumped from approximately 75,000 in 1954 to approximately 150,000 in 1960 (H.A. Manning Co. Plattsburgh City Directories 1954, 1957, 1960).

The 380th BW was activated at Plattsburgh AFB on 11 July 1955. At the same time, the 328th, 329th, and 330th BS were also activated at the base. During July and August, the personnel assigned to the 380th BW arrived at Plattsburgh AFB and began the process of preparing for combat readiness training. Difficulties encountered in these preparations were mainly in facilities, logistics, and activating and training a new wing (U.S. Air Force 1985:6). On 16 August 1956, the 380th Air Refueling Squadron (AREFS) was also activated at Plattsburgh AFB, giving the base three bomber squadrons and one tanker squadron (Mueller 1989).

The first B-47 aircraft were assigned to the 380th BW in December 1955, but were delivered to Pinecastle AFB, Florida, due to delays in the completion of facilities at Plattsburgh AFB. Although the runway was completed in November 1955, the facilities needed to support the aircraft on an operational level

remained incomplete (U.S. Air Force 1985a). On 7 November 1955, however, the first aircraft, a KC-97, landed at Plattsburgh AFB (Mueller 1989).

In January 1956, personnel from Plattsburgh AFB were sent to Pinecastle AFB to begin training in the B-47, operating as Detachment 1, 380th BW. The first flight of a B-47 by a 380th BW crew occurred on 27 January 1956 from Pinecastle AFB. For the next several months, training continued at Pinecastle AFB, and additional aircraft were assigned to the wing. On 1 June 1956, a B-47 assigned to the 529th BS left Pinecastle AFB and landed at Plattsburgh AFB. The remaining aircraft, B-47 bombers and KC-97 tankers, began arriving on 18 June 1956. On 1 October 1956, the 380th BW was declared combat ready, although intensive training was still under way (U.S. Air Force 1985b).

In April 1957, the aircraft assigned to the 380th BW, along with maintenance and support personnel, deployed to the United Kingdom for a 3-month period. The wing redeployed to Plattsburgh AFB in June 1957 (U.S. Air Force 1985b). In August 1957, a second tanker squadron, the 26th AREFS, was activated at Plattsburgh AFB (Mueller 1989).

On 1 October 1957, SAC commenced 24-hour alert status, and the 380th BW was incorporated into the SAC alert force that same month. At the end of 1958, alert notification and attack warning sirens were installed base wide. Also in 1958, the 380th BW was honored for 1 year of accident-free flying (U.S. Air Force 1981).

Many major construction projects were completed in 1959, including construction of the base hospital that opened in September. In October, construction of the last of 1,685 units of Capehart housing was completed. In November, the Crew Readiness Facility in the SAC Alert Area opened for Alert Force occupancy (U.S. Air Force 1981). During the early 1960s, construction began on 12 Atlas F Intercontinental Ballistic Missile (ICBM) sites under the control of Plattsburgh AFB, all within a 50-mile radius of the base, and was finished in 1963; a portion of one of the flightline hangars at Plattsburgh AFB was used as a missile assembly area. Thereafter, the 556th Strategic Missile Squadron (SMS), formerly assigned to Dow AFB, Maine, and equipped with Snark cruise missiles, was transferred to Plattsburgh AFB on 1 October 1961 to operate the new Atlas missiles. Preparation of all 12 silos and installation of all 12 Atlas F missiles required several additional months due to sub-zero weather conditions and water seepage. The 556th SMS became operational on 20 December 1962. It was the last Atlas squadron to be accepted, and Plattsburgh AFB became the only base east of the Mississippi River equipped with ICBMs (U.S. Air Force 1985b).

In 1961, the base had been equipped with 70 B-47 bombers and 2 complete squadrons of tankers. In order to gain the missile squadron, the base had to shed a considerable portion of its aircraft strength (U.S. Air Force 1981). In September 1964, the 380th BW was redesignated the 380th SAW (Heavy). At the time, the wing consisted of three B-47 squadrons (528th, 529th, and 530th), two tanker squadrons (26th and 380th), one missile squadron (556th SMS), the 380th Combat Support Group, and the 820th Medical Group. The 531st BS and the 26th AREFS were both inactivated at that time (U.S. Air Force, 1985b). By 1964, the wing had also begun transitioning from the KC-97 tanker to the new KC-135 tanker.

DOD announced the phase-out of the first generation ICBMs (Atlas and Titan I) in November 1964. The Atlas F missiles assigned to Plattsburgh AFB were removed from their silos. Equipment was salvaged from the sites to be used by the U.S. Air Force Space program as space launch vehicles, while the sites were divested from Air Force ownership. On 25 June 1965, the 556th SMS was officially inactivated (Mueller 1989, U.S. Air Force 1985).

Also during 1965, the 380th SAW completed the phase-out of its B-47 aircraft, which left Plattsburgh AFB after 9 years of service. The phase-out was rapid. In October 1965, there were 59 B-47s at Plattsburgh AFB, and by mid-December 1965, the final one departed after a ceremony of base personnel, representatives of various civic leaders organizations, and the local news media (U.S. Air Force 1981). One B-47, known as the "Pride of the Adirondacks," was kept at the base and placed on permanent display along U.S. Highway 9. This aircraft had been used to earn first place among all SAC B-47 units at the 1965 SAC Bombing and Navigation Competition in September. B-52G bombers, the first of which arrived at the base on 19 June 1966 and were christened the "Champlain Lady", replaced the B-47s. Following the arrival of the B-52 aircraft, another unit was assigned to Plattsburgh AFB on 25 January 1967 (U.S. Air Force 1985b). The 310th AREFS, equipped with KC-135A tankers, came to Plattsburgh AFB from Walker AFB, New Mexico, which was closed in 1967. The 310th AREFS assumed its role in the alert mission in January 1957.

In the mid-1960s, the United States found itself embroiled in a complicated jungle/guerrilla system of warfare in South Viet Nam. As part of the SAC commitment in Southeast Asia, tanker and bomber crews from Plattsburgh AFB were deployed to bases in the Pacific in support of B-52 Arc Light and KC-135 Young Tiger operations. The tanker aircraft and crews began supporting Southeast Asian operations in 1966 and continued until 1973. Bomber crews began flying bombing missions in Southeast Asia in 1968 and continued until 1970 (U.S. Air Force 1985b).

Plans were initiated in 1968 to replace the B-52G aircraft operating at Plattsburgh AFB with the FB-111A, the Air Force's newest weapons system. Construction required to accommodate the new bomber was completed in 1969, and the last B-52G left Plattsburgh AFB in 1970. Production difficulties at the General Dynamics plant in Fort Worth, Texas, delayed introduction of the new aircraft, though, and the first assigned FB-111A did not arrive at Plattsburgh AFB until 17 July 1971. The new aircraft was christened the "Spirit of Plattsburgh," with a traditional champagne bath. On 1 August 1971, Detachment 1 of the 4007th Combat Crew Training Squadron was activated to instruct the combat crews in the sophisticated systems that equipped the FB-111A. After months of activity, the number of FB-111A aircraft assigned to Plattsburgh AFB rose to 25, and the wing was declared operational on 1 January 1972. Additional work followed, and the SAC Inspector General declared the wing totally prepared to implement its Emergency War Order mission on 6 June 1972 (U.S. Air Force 1981). The 380th SAW was redesignated as the 380th BW (Medium) on 1 July 1972, the title it possessed upon its activation in July 1955. The wing completed its first mission with a FB-111A equipped with the SRAM air-to-surface missile on 20 April 1973. FB-111A aircraft could carry up to six SRAMs, two internally and four on external wing pylons (U.S. Air Force 1981).

During the 1974 SAC Bombing and Navigation Competition, the 380th BW FB-111A and KC-135 crews earned the Fairchild Trophy for the highest combined bomber and tanker scores during the competition. The SAC Bombing and Navigation Competition tested the capability of SAC bombardment wings to execute missions that directly tested their combat ability. The 380th BW had competed since 1957 and was the first FB-111A wing to win this competition (U.S. Air Force 1981). The wing was also recognized for exceptionally meritorious service from 1 July 1974 to 30 June 1975 by receiving the Air Force Outstanding Unit Award. The 380th BW won the Fairchild Trophy in 1976, and again in 1977. During the 1977 competition, the 380th BW earned the highest point total in the competition's history, and became the first SAC wing to win three Fairchild Trophies in a row. In recognition of this outstanding achievement, the Air Force Association awarded the 380th BW with their highest award, the Certificate of Merit. In 1978, the 380th BW won the Fairchild Trophy for the fourth consecutive time, a SAC record (U.S. Air Force 1985b).

Plattsburgh AFB was named the official military support installation for the 1980 Winter Olympics at nearby Lake Placid, New York. A delegation from Washington DC departed Plattsburgh AFB to pick up the Olympic torch in Greece. The 380th BW prepared facilities, coordinated security measures with the Federal Bureau of Investigation, and accomplished a host of other tasks prior to the start of the games on 13 February. After the close of the games on 23 February, the entire U.S. Olympic Team was flown from Plattsburgh AFB to Washington DC for a meeting and lunch with President Carter (U.S. Air Force 1985b).

The 380th BW continued its excellent performance into the 1980s, earning its second Air Force Outstanding Unit Award for exceptionally meritorious service from 1 July 1979 to 30 June 1980, and Outstanding ratings on the SAC Buy None readiness exercise in 1982 and 1983. The wing earned two trophies at the 1982 SAC Bombing and Navigation Competition: the Curtis E. LeMay Bombing Trophy and the Best FB-111A Crew Award. The 380th BW also earned Excellent ratings in 1982 and 1983 during its Operational Readiness Inspection (ORI), conducted without advance warning by the SAC Inspector General (U.S. Air Force 1985b).

In 1984, the 380th BW won a fifth Fairchild Trophy at the annual SAC Bombing and Navigation Competition. The wing also won the Saunders Trophy for best air refueling unit and the Best FB-111A Crew Award. The wing established the record for five Fairchild Trophies in one unit (U.S. Air Force 1985b).

Also in 1984, the 380th BW was consolidated with the inactivated 380th BG, a World War II unit that saw extensive combat action in the Pacific Theater of Operations. This action permanently bestowed all history, lineage, and honors of the 380th BG upon the 380th BW (U.S. Air Force 1985b).

In 1985, the wing won the pinnacle award for SAC wings. The coveted Omaha Trophy, representing the best overall SAC wing, was awarded to the 380th BW for the 1984 calendar year (U.S. Air Force 1985b).

In 1985, the 380th BW had more assigned aircraft than any other SAC wing. Plattsburgh AFB was the home of two FB-111A squadrons, the 528th and 529th; two KC-135A squadrons, the 310th and 380th; and the 4007th Combat Crew Training Squadron, which was responsible for training all SAC FB-111A pilots and navigators. Other units of the wing included the 380th Organizational Maintenance Squadron, the 380th Munitions Maintenance Squadron, the 380th Field Maintenance Squadron, the 380th Transportation Squadron, the 380th Supply Squadron, the 380th Combat Support Group, the 380th Mission Support Squadron, and the USAF Hospital, Plattsburgh (U.S. Air Force 1985b).

With the lessening of tensions following the opening of the Berlin Wall in 1989, SAC began retiring their FB-111A aircraft. The 380th BW FB-111A squadrons at Plattsburgh AFB began retiring their aircraft in 1990. One-half of the SAC FB-111A force was retired by 31 December 1990, and all of the FB-111As were retired from SAC duty by the end of 1991. The 380th BW tankers supported Operations Desert Shield and Desert Storm in 1990 and 1991, providing critical aerial refueling service in the Persian Gulf region. Although SAC was disestablished in 1992, air-refueling tankers from Plattsburgh AFB served as part of the Air Mobility Command and were reconstituted as the 380th Air-Refueling Wing. This wing played a large role during Operation Restore Hope in Somalia. The wing departed the base in September 1994 prior to the closure of the base (*Plattsburgh Press-Republican* 1994, White 1994, White 1995).

In 1993, Plattsburgh AFB was placed on the closure list pursuant to the DBCRA of 1990 (Public Law [P.L.] 101-510). The last aircraft departed the base on 26 September 1994. Plattsburgh AFB was officially closed on 30 September 1995 (U.S. Air Force 1995).

III. Descriptive Information

Land Use

The U.S. Government owned land in the area since December 30, 1814, when 200 acres were purchased just south of the village of Plattsburgh to establish a military installation. Additional land was added to the installation from time to time then referred to as Plattsburgh Barracks. By 1946, when the land was declared excess and transferred to the state of New York, Plattsburgh Barracks contained 724 acres. Champlain College was established on the property and operated as a "G.I. University" until 1953 (U.S. Air Force 1995).

Most of the land for the Cold War-era portion of Plattsburgh AFB was acquired between 1953 and 1956. The state of New York returned to the Air Force the original 724-acre Plattsburgh Barracks in December 1953. This property included the historic "Old Base," which provided officers' housing, administrative, and recreational space for the duration of the Cold War. An additional 2,657 acres of property were acquired during 1954 and 1955, upon which the Cold War-era air base was constructed.

During the 1960s and 1970s, real estate actions were related to the disposal of approximately 118 acres for right-of-way purposes related to railroads, interstate highways, streets, and utilities. Base acquisition was limited to 89 acres held within five tracts of railroad-related rights owned by the Delaware & Hudson

Railroad Company and the state of New York. The base also acquired the 3-acre military cemetery from the city of Plattsburgh. Between 1980 and 1983, 114 acres of clear zone and aviation easements were converted by acquisition to fee simple holdings (U.S. Air Force 1995).

Airfield land uses, consisting of approximately 1,213 acres, include runways, taxiways, the apron, clear zones, and various navigation aids including the control tower, middle marker, and Tactical Air Navigation (TACAN) system. The runway has a northwest/southeast orientation and is 11,760 feet long and 300 feet wide. The apron is 8,950 feet long and 1,200 feet wide. The clear zones are 3,000 feet long and 3,000 feet wide (U.S. Air Force 1995).

Aviation support land uses, consisting of approximately 141 acres, support the flying mission. These land uses include hangars, docks, aircraft shelters, avionics facilities, aircraft maintenance functions, flight simulators, and other aviation training facilities (U.S. Air Force 1995).

Industrial land uses consist of approximately 436 acres in locations on both sides of the runway. The land uses to the west include the explosive ordnance disposal, Weapons Storage Area (WSA), grenade-launcher range, military small arms range, the base Civil Engineering readiness training area, former landfills, an active construction material landfill, and former and inactive sand pits. The land uses east of the runway include the petroleum, oil, and lubricants (POL) facility, the Defense Reutilization and Marketing Office (DRMO), a contractor storage area, fire training, maintenance shops, and Civil Engineering facilities. The Civil Engineering facilities include warehouses and a former landfill (U.S. Air Force 1995).

Institutional (medical) land use consists of approximately 12 acres and include the base hospital and dental facility. Institutional (education) land uses consist of approximately 20 acres in two sites containing training facilities and the base library. All of these facilities are situated east of the flightline in the cantonment area (U.S. Air Force 1995).

Commercial land uses, consisting of 133 acres, generally are situated within the cantonment area. The land uses include Group, Wing, and Civil Engineering headquarters and administrative support facilities, security police facilities, dining halls and facilities, and retail facilities such as the base exchange, post office, theater, bowling center, and on-base banking facilities (U.S. Air Force 1995).

Residential land uses consist of approximately 321 acres on both old and new base property. Family housing areas consist of both attached and detached single-family and multi-family housing. Unaccompanied personnel housing included dormitories, temporary living quarters, and visitor quarters. Other uses include two elementary schools, two chapels, a religious education facility, and parking areas (U.S. Air Force 1995).

Public/recreational land uses include approximately 562 acres, with most of the acreage situated east of the flightline. This land use also includes a Boy Scout campground southwest of the runway and riparian vegetation areas along the Saranac and Salmon rivers. Recreational facilities include various athletic

fields and 8,200 linear feet of Lake Champlain waterfront with two beaches, picnic facilities, a lakefront nature trail, and a marina. The main base east of the flightline contains a 9-hole golf course and a recreational forest containing nature trails, cross-country ski trails, hiking trails, and a par course. A downhill ski area with a rope tow has been abandoned (U.S. Air Force 1995).

Agricultural land use is limited to 16 acres. An estimated 10 acres in the southwestern corner of the southern runway clear zone were cultivated for crop production. Approximately 2.5 acres were used by Civil Engineering for a tree nursery and 3.5 acres were subdivided into recreational garden plots (U.S. Air Force 1995).

Vacant land use, consisting of approximately 589 acres, consists of a mix of undeveloped tracts of commercial forest, wetlands, restrictive clearance zones (i.e., WSA), cemeteries, and open areas reserved for future development (U.S. Air Force 1995).

Cold War-Era Property At Plattsburgh Air Force Base

From its inception, the Cold War-era portion of Plattsburgh AFB was designed to support the largest aircraft in Air Force inventory. As a large aircraft base, Plattsburgh AFB has many standard facilities including a heavy-load pavement runway designed to accommodate B-52 aircraft, extensive taxiways and apron spaced to accommodate wide wingspan aircraft, a double cantilever hangar and numerous nosedocks for aircraft maintenance, a control tower and fire station for airfield safety protection, numerous specialized shops and test facilities designed for the maintenance of large aircraft and their systems, an aircraft fuel distribution system, and numerous security facilities. As an SAC heavy bomber base, the design of Plattsburgh AFB included a WSA to support its bombers and their nuclear deterrence mission. In the late 1950s, an SAC Alert Area was incorporated from a portion of the flightline. The SAC Alert Area provided secure accommodation of nuclear-armed bombers and their crews standing SAC bomber alert. As a large Air Force base with thousands of assigned personnel, Plattsburgh AFB required extensive housing, dining, medical, commercial, educational, and recreational facilities to support the long-term operation of its flightline and alert missions.

Plattsburgh AFB consists of two areas, an "Old Base," which contains the Plattsburgh Barracks, and a "New Base," comprising the Cold War-era SAC base. In order to describe the Cold War-era buildings at Plattsburgh AFB, the "New Base" was divided into the following five functional areas: Flightline Area, SAC Alert Area, Weapons Storage Area (WSA), Support Area, and Residential Area. These areas are described below.

Flightline Area

The Flightline Area contains the facilities required to support flight activity at the base. The flightline was a secured area accessible only to those individuals who could display the proper security access badges; badges were granted only to those personnel with duty that required them. Secured flightlines are a normal part of most Air Force bases. The flightline was completely fenced with 10-foot-high chain-link

fencing topped with three strands of barbed wire; gates provided limited access. Warning signs clearly indicated the secure nature of the flightline and warned unauthorized personnel that access was controlled. During security alerts, Security Police personnel were stationed at these gates to control access to the flightline. The individual buildings within the area that are documented with individual reports are as follows:

Building 2700 - Power Check Pad with Suppressor (Hush House); Building 2702 - Utility Vault; Building 2704 - Electric Power Station Building; Building 2712 - Base Operations; Building 2741 - Aircraft Maintenance Docks (Nosedocks); Building 2748 - Fire Station; Building 2753 - General Purpose Aircraft Maintenance Shop; Building 2763 - Maintenance Hangar (DC Hangar); Building 2774 - Jet Engine Inspection and Maintenance Shop; Building 2778 - Avionics Shop; Building 2779 - Water Fire Pump Station (emergency fire-fighting water supply pump); Building 2784 - Survival Equipment Shop; Building 2786 - Group Headquarters Building; Building 2787 - Telecommunications Facility; Building 2796 - Base Supplies and Equipment Warehouse; Building 2797 - Airman Dining Hall (50-person); Building 2802 - Nondestructive Inspection Shop; Building 2803 - Base Supplies and Equipment Warehouse; Building 2815 - Aircraft Support Equipment Shop/Storage Facility; Building 2820 - Jet Engine Test Cell; Building 2827 - Base Engineer Pavement and Grounds Facility (Snow Barn); Building 2830 - Security Police Operations Building; Building 2840 - Petroleum Operations Building; Building 2841 - Security Police Central Control Building; Building 2892 - Housing Support & Storage Facility; Building 2893 - Base Engineer Maintenance Shop; Building 3400 - Base Engineer Covered Storage Building; Building 3410 - Firefighter Training Facility; Building 9400 - Tactical Air Navigation (TACAN) Facility; and Building 9700 - Instrument Landing System (ILS) Middle-Marker.

SAC Alert Area

The success of SAC alert bomber and tanker aircraft deployment depended upon the aircraft and crews in a ready-to-go status. Crews and aircraft on alert status were required to be airborne within 15 minutes of the initial scramble order. Crews on alert status were required to remain in the immediate vicinity of the aircraft during their tour of alert duty, which lasted from 24 to 168 hours for SAC alert crews. The SAC Alert Area is that subset of the flightline area devoted to the mission of 24-hour readiness. The SAC Alert Area, completed in 1959 as part of a nationwide building program at approximately 42 bases within the United States, provided the highly secure facilities necessary to maintain the crews and alert aircraft in a state of constant readiness to conduct the primary Cold War mission of Plattsburgh AFB.

The SAC Alert Area at Plattsburgh AFB, situated completely within the flightline, is surrounded by a 20-foot-high chain-link perimeter security fence topped with five strands of barbed wire arranged in a V-shape. Access to the SAC Alert Area is gained via one double-gated, Sally port-style entrance gate and three access points on the flightline aircraft apron. The SAC Alert Area consists of a total of 16 buildings and structures, several of which are identical to ones situated within the WSA. The individual buildings within the area that are documented with individual reports are as follows:

Building 2894 – Security Police Entry Control Building; Building 2895 – Crew Readiness Building; Building 3000 – Electric Power Station Building; Building 3001 – Alert Fire Team Facility (Blockhouse); Building 3004 – Aboveground Storage Magazine; Building 3063 – Security Guard Tower; and Building 3066 – Aircraft Shelters (FB-111A).

Weapons Storage Area (WSA)

The Weapons Storage Area (WSA) is the subset area of the flightline devoted to the storage and maintenance of air-deliverable weapons. This area provides highly secure facility for the storage, maintenance, and handling of weapons, including nuclear weapons, required by Plattsburgh AFB to complete its primary Cold War mission. It was largely completed by 1956. The use of deadly force to terminate unauthorized access was permitted within the WSA. The facility is completely surrounded by a 10-foot-high, alarmed, chain-link perimeter security fence topped with five strands of barbed wire arranged in a V-shape. Access to the WSA is gained via one double-gated, Sally port-style entrance gate. The WSA consists of a total of 28 buildings and structures, several of which are identical to ones situated within the SAC Alert Area. The layout of the WSA includes two distinct areas. The igloos are isolated in the southern end of the compound. The remaining shop and storage buildings are located in the northern portion. All of the buildings and structures, with the exception of Buildings 3582, 3583, and 3584, have numerous lightning rods along the roofline and grounding cables to prevent accidental explosions. The individual buildings within the area that are documented with individual reports are as follows:

Buildings 3542 – Storage Igloos; Building 3560 – Segregated Magazine Storage; Building 3568 – Aboveground Storage Magazine; Building 3569 – Aircraft Support Equipment Shop/Storage Facility; Building 3570 – Spares Inert Storage Building; Building 3572 – Segregated Magazine Storage; Building 3578 – Missile Assembly Shop; Building 3580 – Conventional Munitions Shop; Building 3582 – Security Police Entry Control Building; Building 3584 – Storage Building (Old Electric Power Station Building); Building 3586 – Storage Building (Previously Reserve Fire Team Facility Blockhouse); and Building 3592 – Munitions Maintenance Administration Building.

Support Area

The Support Area contains nonresidential facilities not situated within the flightline. While some of the facilities within this area were considered to be mission-critical, the majority provided the type of long-term support necessary for Plattsburgh AFB personnel to concentrate on their primary duty, to maintain SAC alert status 24 hours a day, 365 days a year. The individual buildings within the area that are documented with individual reports are as follows:

Building 1695 – MWR Supply and NAF Central Storage Building; Building 1700 – Golf Clubhouse and Equipment Building; Building 1703 – Miscellaneous Outdoor Recreation Facility; Building 1805 – Weighing Scale (DRMO); Building 1812 – Security Police Operations Building; Building 1815 – Security Police Canine Kennel; Building 1870 – Recreation Library; Building 2005 – Dental Clinic; Building 2008 – Target Intelligence Training Building (Combat Center); Building 2009 – Solid Waste

Disposal Facility (Incinerator); Building 2010 – Physiological Training Building; Building 2012 – Education Center (Airman Leadership School); Building 2024 – Airmen Dining Hall (740-person); Building 2307 – Clothing Store; Building 2308 – Central Post Office; Building 2310 – Central Post Office; Building 2323 – Recreation Center; Building 2333 – Noncommissioned Officer (NCO) Open Mess; Building 2337 – Elementary School; Building 2338 – Base Theater; Building 2360 – Chapel Center; Building 2363 – Exchange Sales Store (Base Exchange); Building 2365 – Bowling Center; Building 2385 – Telecommunications Facility; Building 2540 – Vehicle Operations Heated Parking; Building 2548 – Vehicle Maintenance Shop; Building 2549 – Vehicle Fueling Station; Building 2564 – Base Supplies and Equipment Warehouse; Building 2566 – Base Engineer Covered Storage; Building 2612 – Base Supplies and Equipment Warehouse; Building 2616 – Air Freight/Passenger Terminal; Building 2622 – Base Supply and Equipment Warehouse; Building 2630 – Animal Clinic; Building 2640 – Flight Simulator Training Building; Building 2658 – Heating Facility (Heat Plant); Building 2670 – Education Center; Building 2710 – Base Photo Laboratory; Building 2714 – Air Force Communications Systems (AFCS) Maintenance Facility; Building 2716 – Squadron Operations Building; Building 2720 – Fire Station; Building 2736 – Security Police Operations Building; Building 2738 – Fire Station; Building 2750 – Wing Headquarters Building; Building 2833 – Squadron Operations Building; Building 2884 – Squadron Operations Building; Building 2885 – Family Support Center; Building 2887 – Industrial Wastewater Treatment and Disposal Facility; Building 2888 – Demineralized Water Storage; Building 3426 – Combined Arms Training Maintenance Building; Building 3427 – Small Arms Range System; Building 3430 – M-60 Machine Gun Range; Building 5015 – Security Police Entry Control Building (Visitor Center); Building 5017 – Traffic Check House (Main Gate); Building 5020 – Composite Medical Facility (Base Hospital); and Building 9100 – Communications Receiver Facility.

Residential Area

The military services have built housing over a number of years under various programs, including the Lanham Act of World War II, and the Federal Housing Administration (FHA) Title VIII, Wherry, and Capehart housing programs during the Cold War. The Wherry Program was authorized by Congress in 1949 and was the first use of private financing for military housing. Under the Wherry Program, the government guaranteed rent for houses constructed on government-owned land or near military installations; military and civilian residents rented the houses. Following the passage of the Defense Housing Act in 1954, the Capehart Program was initiated. Under the Capehart Program, more than 115,000 houses were built on government land between 1955 and 1962. Private contractors built the houses and the FHA insured the mortgages. Once the houses were completed, the sponsoring federal agency assumed responsibility for operating and maintaining them and for paying their 25-year mortgages. Military residents of Capehart housing forfeited their Basic Allowance for Quarters (Chapman 1996).

Military residential housing construction during the Cold War followed established planning principles and utilized definitive designs wherever possible. Coming almost a decade after similar civilian housing developments, military housing developments mimicked civilian developments, rather than influenced them and were heavily influenced by such landmark projects as Levittown, Long Island, New York, and

Park Forest, Illinois. The individual buildings within the area that are documented with individual reports are as follows:

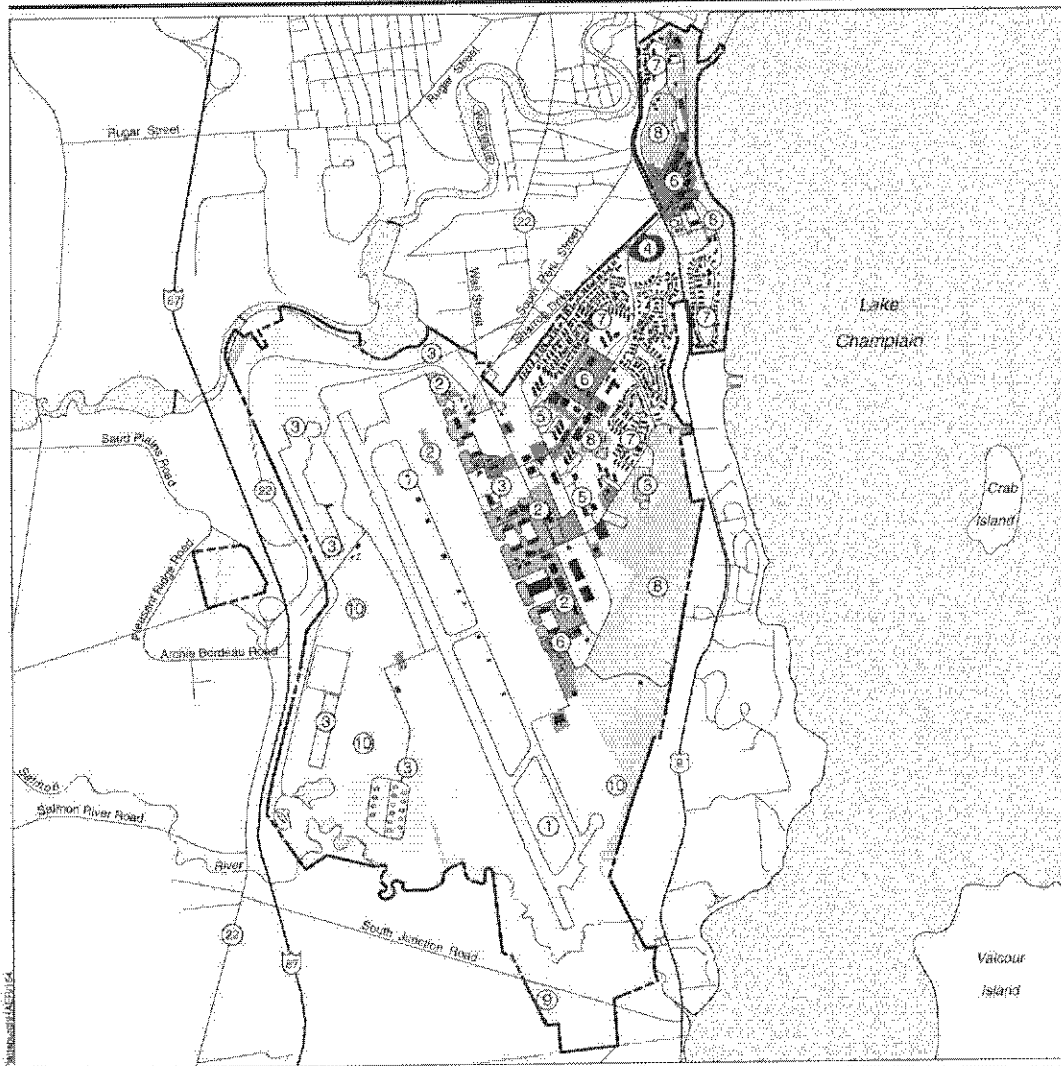
Single Family housing consisted of 385 buildings that housed 1,543 families. The individual buildings within the area that are documented with individual reports are as follows: Building 5522 - 2,110-Square-Foot Single-Family Capehart Home; Building 5024 - 4,164-Square-Foot Four-Family Capehart Home (Fourplex); Building 6008 - 4,164-Square-Foot Three-Family Homes (Threeplex); Building 5027 - 4,546-Square-Foot Four Family Homes (Fourplex); Building 5032 - 4,496-Square-Foot Four-Family Capehart Homes (Fourplex); Building 5239 - 4,878-Square-Foot Four-Family Capehart Homes (Fourplex); Building 5061 - 6,806-Square-Foot Four-Family Capehart Home (Fourplex); Building 5064 - 6,806-Square-Foot Six-Family Capehart Homes (Sixplex). Dormitory Housing consisted of 15 total buildings that housed 1,745 persons. The individual buildings within the area that are documented with individual reports are as follows: Building 1908 - 25,727-Square-Foot Dormitory; and Building 1880 - 27,585-Square-Foot Dormitory.

Architectural Overview

Today, the former Plattsburgh AFB is composed of two visually distinct areas—the Old Base (i.e., the Oval Historic District and Old Stone Barracks area) and the newer Cold War-era facilities. Within the Old Base, buildings are mostly red brick; two and three story Georgian Colonial structures. For the most part, windows are single and double hung, often embellished with stone lintels, arched heads, or ornamental brickwork. Horizontality is strongly expressed in the Old Base area, where water tables, window groupings, eave lines, etc. stand in juxtaposition to projecting bays and ell on many buildings. Roofs, both hipped and gabled, often host intersecting gables, wall dormers, roof dormers and even belvederes.

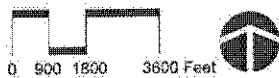
There are some stone buildings within the Old Base area, such as the Old Stone Barracks, which convey an image of permanence and durability. Built of native limestone and sandstone, these buildings are more reminiscent of the Greek Revival style, although they, too, express the horizontal in their massing. Many of the buildings within the Old Base area have porches or porticos making entrance sequences and otherwise influencing the architectural character of the area.

Within the Cold War-era area, building styles and types tend to reflect the military's penchant for utilitarian, standardized construction. A large percentage of buildings situated in this area are of concrete block construction, most of which were originally designed and built with flat roofs that have, in many instances, been replaced with end-gabled systems. Buildings within the Cold War area are totally devoid of the ornamentation and detailing found in the Old Base area. Buildings in the Cold War area tend to be expressed in flat planes that can be punctured by both rhythmically and/or asymmetrically occurring fenestration patterns. Within the area, even the more task-specific building programs, such as the Crew Readiness Facility and the Air Craft Shelter facilities, tend to be expressed in Air Force standardized design.



EXPLANATION

- | | | |
|---------------------------|--------------------------------|-------------------|
| ① Airfield | ⑤ Institutional (Educational) | ⑨ Agriculture |
| ② Aviation Support | ⑥ Commercial | ⑩ Vacant Land |
| ③ Industrial | ⑦ Residential | --- Base Boundary |
| ④ Institutional (Medical) | ⑧ Public Facilities/Recreation | |



**On-Base Land Use
 1995**

On-Base Land Use - 1995
 Drawing Courtesy of Earth Tech, Inc. 2004
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IV. Chronology

- 1812 Camp Saranac, which had temporary quarters for 8,000 troops, was established at Plattsburgh.
- 1814 The Battle of Plattsburgh, the last naval battle between England and the United States, took place at Plattsburgh.
- 1838 The first permanent military structures were erected at Plattsburgh, including the old stone barracks and the small brick powder magazine.
- 1861 During the Civil War, Union Army troops from northern New York organized and departed from the post at Plattsburgh.
- 1891 The U.S. Government allotted funds for the expansion of Plattsburg Military Post.
- 1894-1897 The first brick buildings (Regimental Headquarters, officers' quarters, and three barracks) were erected.
- 1898 During the Spanish American War, the 21st Infantry left Plattsburgh for Cuba.
- 1915 The first business Men's Camp was held at the Plattsburgh Post, giving Plattsburgh an international reputation for the concept of the ROTC, first known as the "Plattsburgh Idea."
- 1917 Officers were trained at the Plattsburgh Post to lead troops in World War I.
- 1922 The 26th Infantry arrived at Plattsburgh barracks, and remained for more than 18 years.
- 1944 The Army turned the post over to the Navy. The installation operated as a training station known as Camp McDonough.
- 1945 An Army convalescent hospital was operated at Plattsburgh.
- 1946-1953 Champlain College, the first college in the United States for GIs returning from World War II, occupied the barracks at Plattsburgh.
- 1952 Congress authorized funding for establishment of Plattsburgh AFB.
- 1954 Construction of the new base area of Plattsburgh AFB commenced.
- 1955 Plattsburgh AFB became the home of the 380th Bomb Wing with three squadrons of B-47s and a KC-97 refueling schedule.
- 1956 Plattsburgh AFB became operational.
- 1957 The Strategic Air Combat (SAC) B47E bombers, based at Plattsburgh AFB, began to mount continuous 24-hour Airborne Alert.
- 1960 Plattsburgh AFB became home to 70-B47E bombers and 2-complete squadrons of KC-97s. In addition, construction of 12 Atlas silos surrounding the Plattsburgh area had begun, ultimately to be controlled by 556th Strategic Missile Squadron based at Plattsburgh.
- 1962 The first Atlas missiles arrived at Plattsburgh AFB.
- 1964 The 380th Bomb Wing was redesignated 380th Strategic Aerospace Wing (SAW) (Heavy). In addition, the 380th Air Refueling Squadron converted from the KC-97 to the KC-135 Stratotanker.

- 1965 The 556th Strategic Missile Squadron was officially inactivated, and Atlas Missiles, which were based at Plattsburgh AFB, were transferred to the U.S. Air Force Space Program.
- 1966 The B-52G Stratofortress heavy bomber replaces the B-47 at Plattsburgh AFB.
- 1967 The 310th Air Refueling Squadron became the second tanker squadron assigned to Plattsburgh AFB.
- 1968 To eliminate excess expenditures due to the United States involvement in the Vietnam War, Plattsburgh AFB was placed under the command of the 45th Air Division.
- 1971 The FB-111 variable sweep wing bomber arrived at the base to replace the B-52s
- 1972 The 308th SAW was redesignated as the 308th Bombardment Wing (BW) (Medium)
- 1973 The 308th BW completed its first mission with the Short Range Attack Missile (SRAM)
- 1974 The 308th BW FB111 and KC-135 crews earned the Fairchild Trophy for the highest combined bomber and tanker scores during the SAC Bombing Competition.
- 1975 The 308th BW received the Air Force Outstanding Unit Award.
- 1976 The 308th BW won the Fairchild Trophy.
- 1977 The 308th BW won the Fairchild Trophy. In addition, the Air Force Association awarded the 380th BW with their highest award, the certificate of merit.
- 1978 The 308th BW won the Fairchild Trophy for the fourth consecutive time, and set an SAC record.
- 1980 Plattsburgh AFB was named the official military support for the 1980 Winter Olympics at nearby Lake Placid, New York.
- 1984 The 380th BW won a fifth Fairchild Trophy at the annual SAC Bombing and Navigation Competition, establishing the record for five Fairchild Trophies in one unit. In addition, the 380th BW was consolidated with the 380th BG, a World War II unit.
- 1985 The 380th BW won the pinnacle award for SAC wings.
- 1990 The 380th BW FB-111A squadrons at Plattsburgh AFB began retiring their aircraft.
- 1991 The FB-111 was inactivated and the 380th BW became the 380th Air Refueling Wing.
- 1992 The 380th Air Refueling Wing realigned under Air Mobility Command.
- 1993 Plattsburgh was placed on the closure list pursuant to the DBCRA of 1990.
- 1994 The last aircraft departed Plattsburgh Air Force Base
- 1995 Plattsburgh AFB officially closed.

Ownership and Future

Plattsburgh Air Force Base is owned by the U.S. Government and is administered and operated by the Department of Defense. The Base is being transferred from federal ownership for reuse by the private sector.

V. SOURCES OF PROJECT INFORMATION

The firm of Earth Tech Inc. in September 2004 completed this historical documentation of the Plattsburgh Air Force Base and associated buildings. It is one portion of the historical engineering recordation of the Plattsburgh Air Force Base associated structures prepared for the U.S. Air Force that also includes individual documentation of 114 buildings within the air force base, photo documentation and the documentation of historic photographs. The recordation conforms to the standards of the Historic American Engineering Record, U.S. Department of the Interior. Other reports in the HAER collection completed for this project include:

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| HAER No. NY-326-A | PAFB, SECURITY POLICE ENTRY CONTROL BUILDING (Bldg. No. 2894) |
| HAER No. NY-326-B | PAFB, CREW READINESS BUILDING (Bldg. No. 2895) |
| HAER No. NY-326-C | PAFB, ELECTRIC POWER STATION BUILDING (Bldg. No. 3000) |
| HAER No. NY-326-D | PAFB, ALERT FIRE TEAM FACILITY (Bldg. No. 3001) |
| HAER No. NY-326-E | PAFB, ABOVEGROUND STORAGE MAGAZINE (Bldg. No. 3004) |
| HAER No. NY-326-F | PAFB, SECURITY GUARD TOWER (Bldg. No. 3063) |
| HAER No. NY-326-G | PAFB, FB-111A AIRCRAFT SHELTER (Bldg. No. 3066) |
| HAER No. NY-326-H | PAFB, POWER CHECK PAD WITH SUPPRESSOR (Bldg. No. 2700) |
| HAER No. NY-326-I | PAFB, UTILITY VAULT (Bldg. No. 2702) |
| HAER No. NY-326-J | PAFB, ELECTRIC POWER STATION BUILDING (Bldg. No. 2704) |
| HAER No. NY-326-K | PAFB, BASE OPERATIONS BUILDING (Bldg. No. 2712) |
| HAER No. NY-326-L | PAFB, AIRCRAFT MAINTENANCE DOCKS (Bldg. No. 2741) |
| HAER No. NY-326-M | PAFB, FLIGHTLINE FIRE STATION (Bldg. No. 2748) |
| HAER No. NY-326-N | PAFB, GENERAL PURPOSE AIRCRAFT MAINTENANCE SHOP (Bldg. No. 2753) |
| HAER No. NY-326-O | PAFB, MAINTENANCE HANGAR (Bldg. No. 2763) |
| HAER No. NY-326-P | PAFB, JET ENGINE INSPECTION AND MAINTENANCE SHOP (Bldg. No. 2774) |
| HAER No. NY-326-Q | PAFB, AVIONICS SHOP (Bldg. No. 2778) |
| HAER No. NY-326-R | PAFB, WATER FIRE PUMP STATION (Bldg. No. 2779) |
| HAER No. NY-326-S | PAFB, SURVIVAL EQUIPMENT SHOP (Bldg. No. 2784) |
| HAER No. NY-326-T | PAFB, GROUP HEADQUARTERS BUILDING (Bldg. No. 2786) |
| HAER No. NY-326-U | PAFB, TELECOMMUNICATIONS FACILITY (Bldg. No. 2787) |
| HAER No. NY-326-V | PAFB, BASE SUPPLIES AND EQUIPMENT WAREHOUSE (Bldg. No. 2796) |
| HAER No. NY-326-W | PAFB, AIRMAN DINING HALL (Bldg. No. 2797) |
| HAER No. NY-326-X | PAFB, NONDESTRUCTIVE INSPECTION SHOP (Bldg. No. 2802) |
| HAER No. NY-326-Y | PAFB, BASE SUPPLIES AND EQUIPMENT WAREHOUSE (Bldg. No. 2803) |
| HAER No. NY-326-Z | PAFB, AIRCRAFT SUPPORT EQUIPMENT SHOP/STORAGE FACILITY (Bldg. No. 2815) |
| HAER No. NY-326-AA | PAFB, JET ENGINE TEST CELL (Bldg. No. 2820) |
| HAER No. NY-326-AB | PAFB, BASE ENGINEER PAVEMENT AND GROUNDS FACILITY (Bldg. No. 2827) |
| HAER No. NY-326-AC | PAFB, SECURITY POLICE OPERATIONS BUILDING (Bldg. No. 2830) |
| HAER No. NY-326-AD | PAFB, PETROLEUM OPERATIONS BUILDING (Bldg. No. 2840) |
| HAER No. NY-326-AE | PAFB, SECURITY POLICE CENTRAL CONTROL BUILDING (Bldg. No. 2841) |
| HAER No. NY-326-AF | PAFB, HOUSING SUPPORT AND STORAGE FACILITY (Bldg. No. 2892) |
| HAER No. NY-326-AG | PAFB, BASE ENGINEER MAINTENANCE SHOP (Bldg. No. 2893) |
| HAER No. NY-326-AH | PAFB, BASE ENGINEER COVERED STORAGE BUILDING (Bldg. No. 3400) |
| HAER No. NY-326-AI | PAFB, FIRE FIGHTER TRAINING BUILDING (Bldg. No. 3410) |
| HAER No. NY-326-AJ | PAFB, TACTICAL AIR NAVIGATION (TACAN) FACILITY (Bldg. No. 9400) |

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| HAER No. NY-326-AK | PAFB, INSTRUMENT LANDING SYSTEM (ILS) MIDDLE MARKER (Bldg. No. 9700) |
| HAER No. NY-326-AL | PAFB, STORAGE IGLOO (Bldg. No. 3542) |
| HAER No. NY-326-AM | PAFB, SEGREGATED MAGAZINE STORAGE (Bldg. No. 3560) |
| HAER No. NY-326-AN | PAFB, ABOVEGROUND STORAGE MAGAZINE (Bldg. No. 3568) |
| HAER No. NY-326-AO | PAFB, AIRCRAFT SUPPORT EQUIPMENT SHOP/STORAGE FACILITY (Bldg. No. 3569) |
| HAER No. NY-326-AP | PAFB, SPARES INERT STORAGE BUILDING (Bldg. No. 3570) |
| HAER No. NY-326-AQ | PAFB, SEGREGATED MAGAZINE STORAGE BUILDING (Bldg. No. 3572) |
| HAER No. NY-326-AR | PAFB, MISSILE ASSEMBLY SHOP (Bldg. No. 3578) |
| HAER No. NY-326-AS | PAFB, CONVENTIONAL MUNITIONS SHOP (Bldg. No. 3580) |
| HAER No. NY-326-AT | PAFB, SECURITY POLICE ENTRY CONTROL BUILDING (Bldg. No. 3582) |
| HAER No. NY-326-AU | PAFB, STORAGE BUILDING (Bldg. No. 3584) |
| HAER No. NY-326-AV | PAFB, STORAGE BUILDING (Bldg. No. 3586) |
| HAER No. NY-326-AW | PAFB, MUNITIONS MAINTENANCE ADMINISTRATION BUILDING (Bldg. No. 3592) |
| HAER No. NY-326-AX | PAFB, GOLF CLUBHOUSE AND EQUIPMENT BUILDING (Bldg. No. 1700) |
| HAER No. NY-326-AY | PAFB, MISCELLANEOUS OUTDOOR RECREATION FACILITY (Bldg. No. 1703) |
| HAER No. NY-326-AZ | PAFB, DRMO SCALE HOUSE (Bldg. No. 1805) |
| HAER No. NY-326-BA | PAFB, SECURITY POLICE OPERATIONS BUILDING (Bldg. No. 1812) |
| HAER No. NY-326-BB | PAFB, SECURITY POLICE CANINE KENNEL (Bldg. No. 1815) |
| HAER No. NY-326-BC | PAFB, RECREATION LIBRARY (Bldg. No. 1870) |
| HAER No. NY-326-BD | PAFB, DENTAL CLINIC (Bldg. No. 2005) |
| HAER No. NY-326-BE | PAFB, TARGET INTELLIGENCE TRAINING BUILDING/COMBAT CENTER (Bldg. No. 2008) |
| HAER No. NY-326-BF | PAFB, SOLID WASTE DISPOSAL FACILITY (Bldg. No. 2009) |
| HAER No. NY-326-BG | PAFB, PHYSIOLOGICAL TRAINING BUILDING (Bldg. No. 2010) |
| HAER No. NY-326-BH | PAFB, EDUCATION CENTER (Bldg. No. 2012) |
| HAER No. NY-326-BI | PAFB, AIRMAN DINING HALL (Bldg. No. 2024) |
| HAER No. NY-326-BJ | PAFB, CLOTHING STORE (Bldg. No. 2307) |
| HAER No. NY-326-BK | PAFB, CENTRAL POST OFFICE (Bldg. No. 2308) |
| HAER No. NY-326-BL | PAFB, CENTRAL POST OFFICE (Bldg. No. 2310) |
| HAER No. NY-326-BM | PAFB, RECREATION CENTER (Bldg. No. 2323) |
| HAER No. NY-326-BN | PAFB, NONCOMMISSIONED OFFICER OPEN MESS (Bldg. No. 2333) |
| HAER No. NY-326-BO | PAFB, ELEMENTARY SCHOOL (Bldg. No. 2337) |
| HAER No. NY-326-BP | PAFB, BASE THEATER (Bldg. No. 2338) |
| HAER No. NY-326-BQ | PAFB, CHAPEL CENTER (Bldg. No. 2360) |
| HAER No. NY-326-BR | PAFB, EXCHANGE SALES STORE (Bldg. No. 2363) |
| HAER No. NY-326-BS | PAFB, BOWLING CENTER (Bldg. No. 2365) |
| HAER No. NY-326-BT | PAFB, TELECOMMUNICATIONS FACILITY (Bldg. No. 2385) |
| HAER No. NY-326-BU | PAFB, VEHICLE OPERATIONS HEATED PARKING (Bldg. No. 2540) |
| HAER No. NY-326-BV | PAFB, VEHICLE MAINTENANCE SHOP (Bldg. No. 2548) |

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| HAER No. NY-326-BW | PAFB, MWR SUPPLY AND NAF CENTRAL, STORAGE BUILDING (Bldg. No. 1695) |
| HAER No. NY-326-BX | PAFB, BASE SUPPLIES AND EQUIPMENT WAREHOUSE (Bldg. No. 2564) |
| HAER No. NY-326-BY | PAFB, BASE ENGINEER COVERED STORAGE (Bldg. No. 2566) |
| HAER No. NY-326-BZ | PAFB, BASE SUPPLIES AND EQUIPMENT WAREHOUSE (Bldg. No. 2612) |
| HAER No. NY-326-CA | PAFB, AIR FREIGHT/PASSENGER TERMINAL (Bldg. No. 2616) |
| HAER No. NY-326-CB | PAFB, BASE SUPPLY AND EQUIPMENT WAREHOUSE (Bldg. No. 2622) |
| HAER No. NY-326-CC | PAFB, ANIMAL CLINIC (Bldg. No. 2630) |
| HAER No. NY-326-CD | PAFB, FLIGHT SIMULATOR TRAINING BUILDING (Bldg. No. 2640) |
| HAER No. NY-326-CE | PAFB, HEATING FACILITY (Bldg. No. 2658) |
| HAER No. NY-326-CF | PAFB, EDUCATION CENTER (Bldg. No. 2670) |
| HAER No. NY-326-CG | PAFB, BASE PHOTO LABORATORY (Bldg. No. 2710) |
| HAER No. NY-326-CH | PAFB, AIR FORCE COMMUNICATIONS SYSTEMS (AFCS) MAINTENANCE FACILITY (Bldg. No. 2714) |
| HAER No. NY-326-CI | PAFB, SQUADRON OPERATIONS BUILDING (Bldg. No. 2716) |
| HAER No. NY-326-CJ | PAFB, FIRE STATION (Bldg. No. 2720) |
| HAER No. NY-326-CK | PAFB, SECURITY POLICE OPERATIONS BUILDING (Bldg. No. 2736) |
| HAER No. NY-326-CL | PAFB, FIRE STATION (Bldg. No. 2738) |
| HAER No. NY-326-CM | PAFB, WING HEADQUARTERS BUILDING (Bldg. No. 2750) |
| HAER No. NY-326-CN | PAFB, SQUADRON OPERATIONS BUILDING (Bldg. No. 2833) |
| HAER No. NY-326-CO | PAFB, SQUADRON OPERATIONS BUILDING (Bldg. No. 2884) |
| HAER No. NY-326-CP | PAFB, FAMILY SUPPORT CENTER (Bldg. No. 2885) |
| HAER No. NY-326-CQ | PAFB, INDUSTRIAL WASTEWATER TREATMENT AND DISPOSAL FACILITY (Bldg. No. 2887) |
| HAER No. NY-326-CR | PAFB, DEMINERALIZED WATER STORAGE BUILDING (Bldg. No. 2888) |
| HAER No. NY-326-CS | PAFB, COMBINED ARMS TRAINING MAINTENANCE BUILDING (Bldg. No. 3426) |
| HAER No. NY-326-CT | PAFB, SMALL ARMS RANGE SYSTEM (Bldg. No. 3427) |
| HAER No. NY-326-CU | PAFB, M-60 MACHINE GUN RANGE (Bldg. No. 3430) |
| HAER No. NY-326-CV | PAFB, SECURITY POLICE ENTRY CONTROL BUILDING (Bldg. No. 5015) |
| HAER No. NY-326-CW | PAFB, TRAFFIC CHECK HOUSE (Bldg. No. 5017) |
| HAER No. NY-326-CX | PAFB, COMPOSITE MEDICAL FACILITY (Bldg. No. 5020) |
| HAER No. NY-326-CY | PAFB, COMMUNICATIONS RECEIVER FACILITY (Bldg. No. 9100) |
| HAER No. NY-326-CZ | PAFB, AIRMAN DORMITORY (Bldg. No. 1880) |
| HAER No. NY-326-DA | PAFB, AIRMAN DORMITORY (Bldg. No. 1908) |
| HAER No. NY-326-DB | PAFB, CAPEHART FOUR-FAMILY HOME (Bldg. No. 5024) |
| HAER No. NY-326-DC | PAFB, CAPEHART FOUR-FAMILY HOME (Bldg. No. 5027) |
| HAER No. NY-326-DD | PAFB, CAPEHART FOUR-FAMILY HOME (Bldg. No. 5032) |
| HAER No. NY-326-DE | PAFB, CAPEHART FOUR-FAMILY HOME (Bldg. No. 5061) |
| HAER No. NY-326-DF | PAFB, CAPEHART SIX-FAMILY HOME (Bldg. No. 5064) |
| HAER No. NY-326-DG | PAFB, CAPEHART FOUR-FAMILY HOME (Bldg. No. 5239) |
| HAER No. NY-326-DH | PAFB, CAPEHART SINGLE-FAMILY HOME (Bldg. No. 5522) |

HAER No. NY-326-DI PAFB, CAPEHART THREE-FAMILY HOME (Bldg. No. 6008)
HAER No. NY-326-DJ PAFB, GAS STATION [DEMOLISHED] (Bldg. No. 2549)

A. Original Engineering Site Plan Drawings

As-built drawings for the A series submittal of the HAER documentation of the Plattsburgh Air Force Base and associated buildings are stored at the Maxwell Air Force Base archives.

B. Historic Views

There are a limited number of photographs of the Plattsburgh Air Force Base and associated buildings available. The remaining photographs are kept at Plattsburgh Air Force Base in a secured, fireproof vault.

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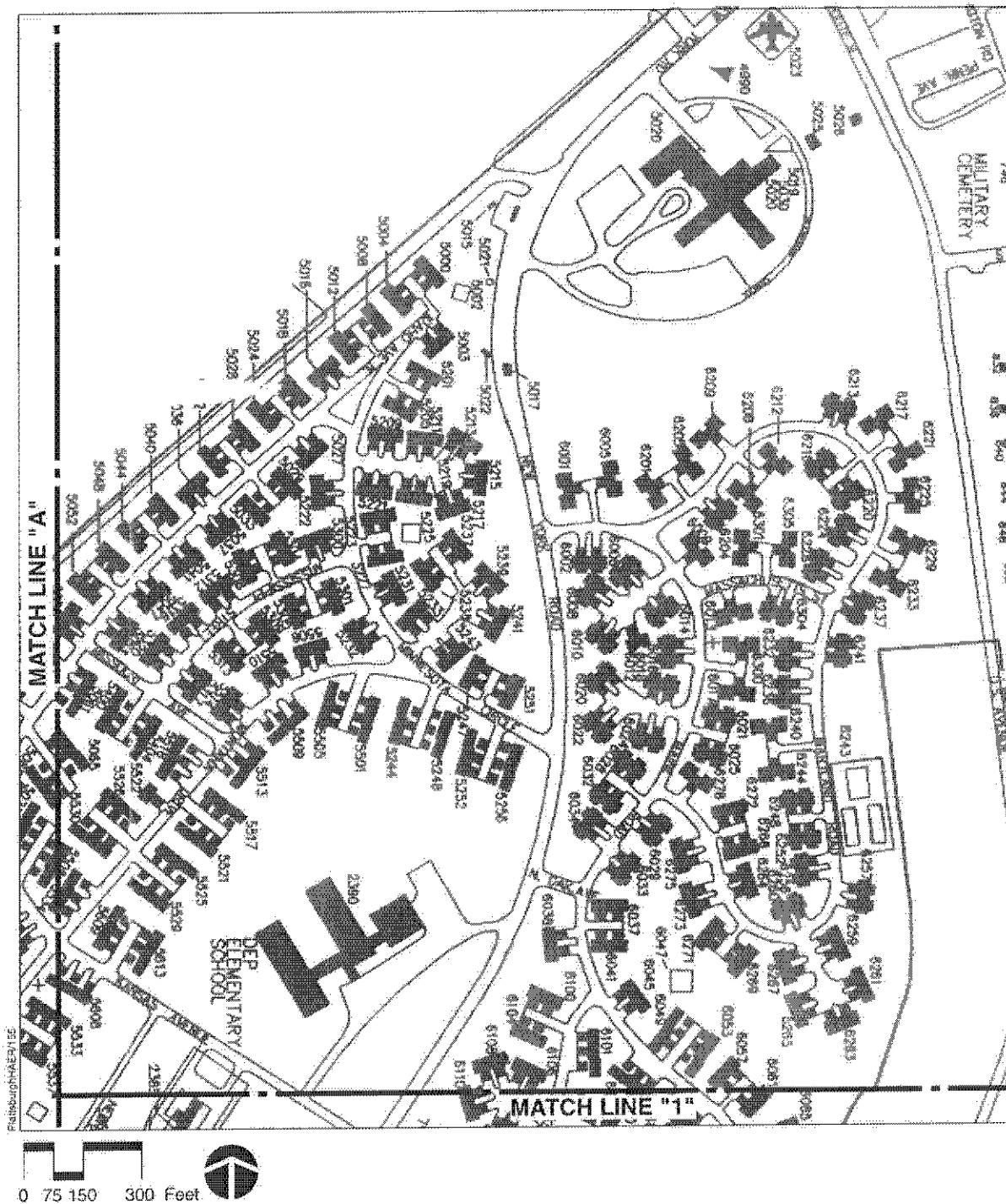
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Frank Melville, Jr., Memorial Library, Science & Engineering Library, Stony Brook, NY
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New York Public Library, New York, NY
New York State Museum, Albany, NY
New York State Historical Association, Cooperstown, NY
Special Collections at the Feinberg Library, State University of New York, Plattsburgh, NY

VI. Project Information:

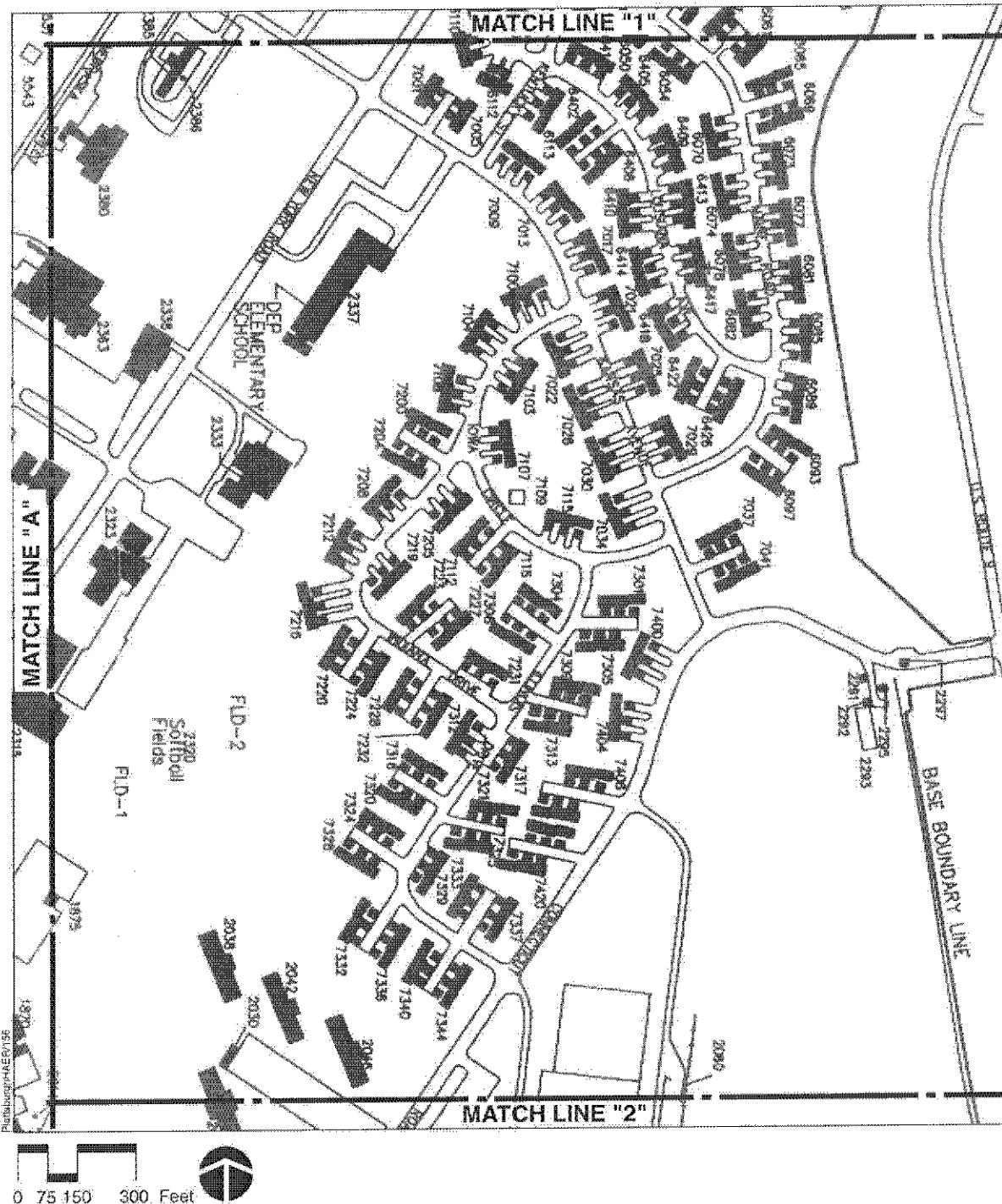
Plattsburgh AFB is being documented in accordance with HAER standards to mitigate the potential adverse effects of transferring deed of title to the property from federal ownership. The property transfer is a result of the disposal and reuse of Plattsburgh AFB, pursuant to the Defense Base Closure and Realignment Act of 1993 (DBCRA). The mitigation is a stipulation of a Programmatic Agreement (PA) among the U.S. Air Force, the New York State Historic Preservation Officer, and the Advisory Council on Historic Preservation (October 2000).

Project Managers were Deborah Dobson-Brown and Paige M. Peyton of Earth Tech. The architect was Michael Pumphrey and the architectural historian for the recordation was Deborah Dobson-Brown, both of Earth Tech, Inc. The photographers were Clayton B. Fraser of Fraserdesign and Randy DePuy of ProLabs. This documentation was prepared on the basis of research conducted at the Plattsburgh Air Force Base archives and includes information contained in survey reports for the Plattsburgh Air Force Base and other documents.

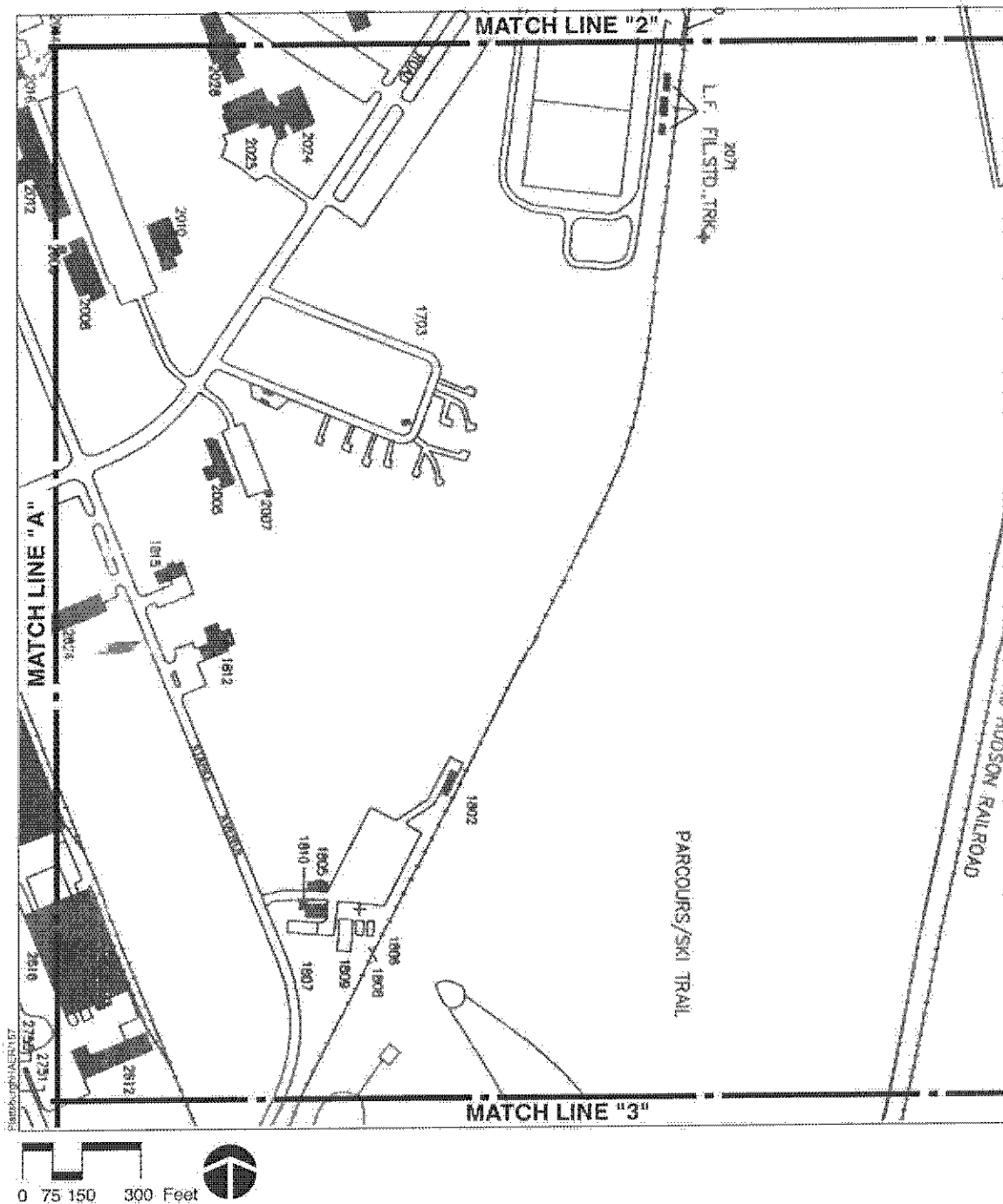
Prepared By: Deborah Dobson-Brown
Michael Pumphrey
Earth Tech, Inc.
1461 E. Cooley Drive Suite 100
Colton, CA 92324
October 2004



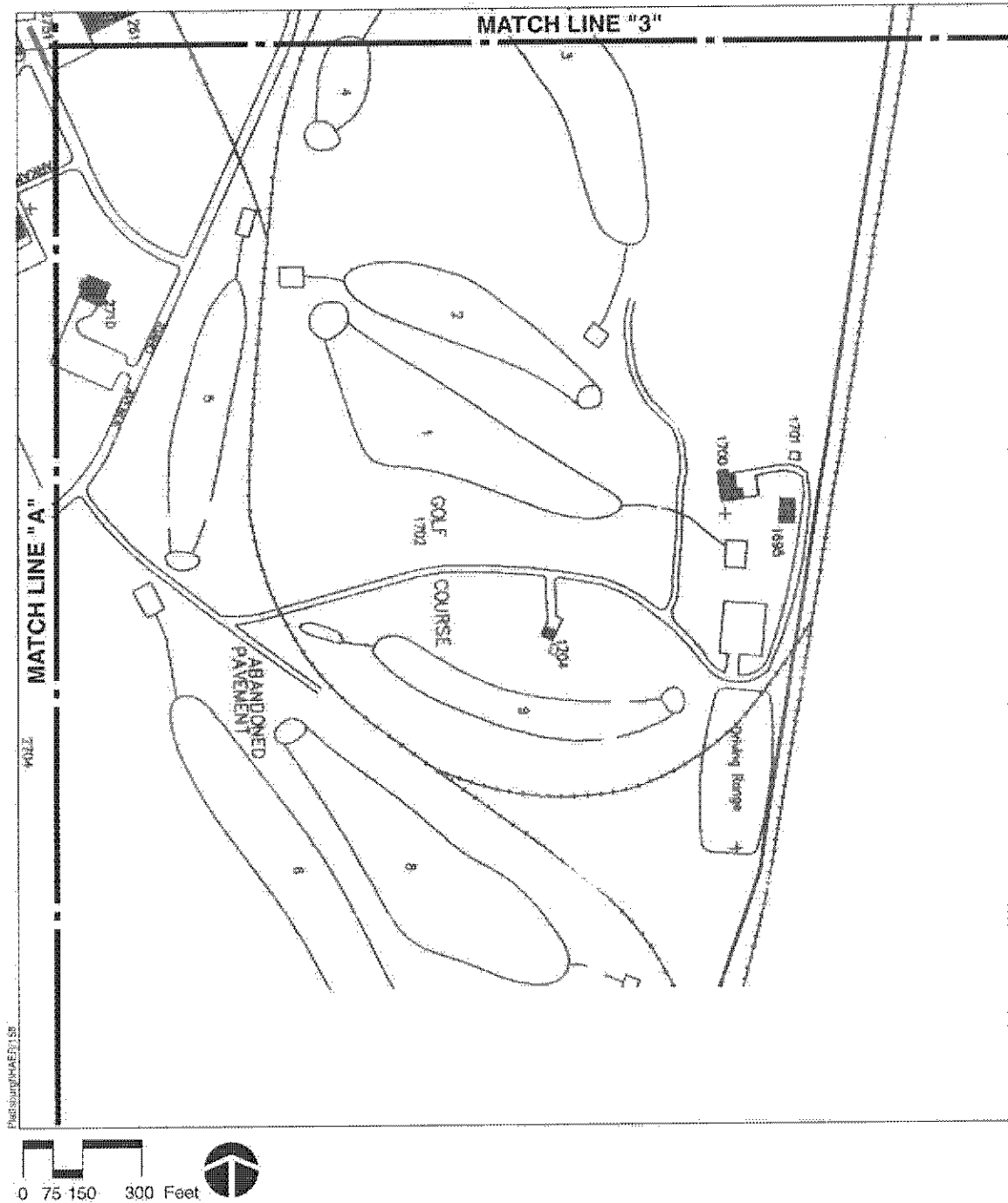
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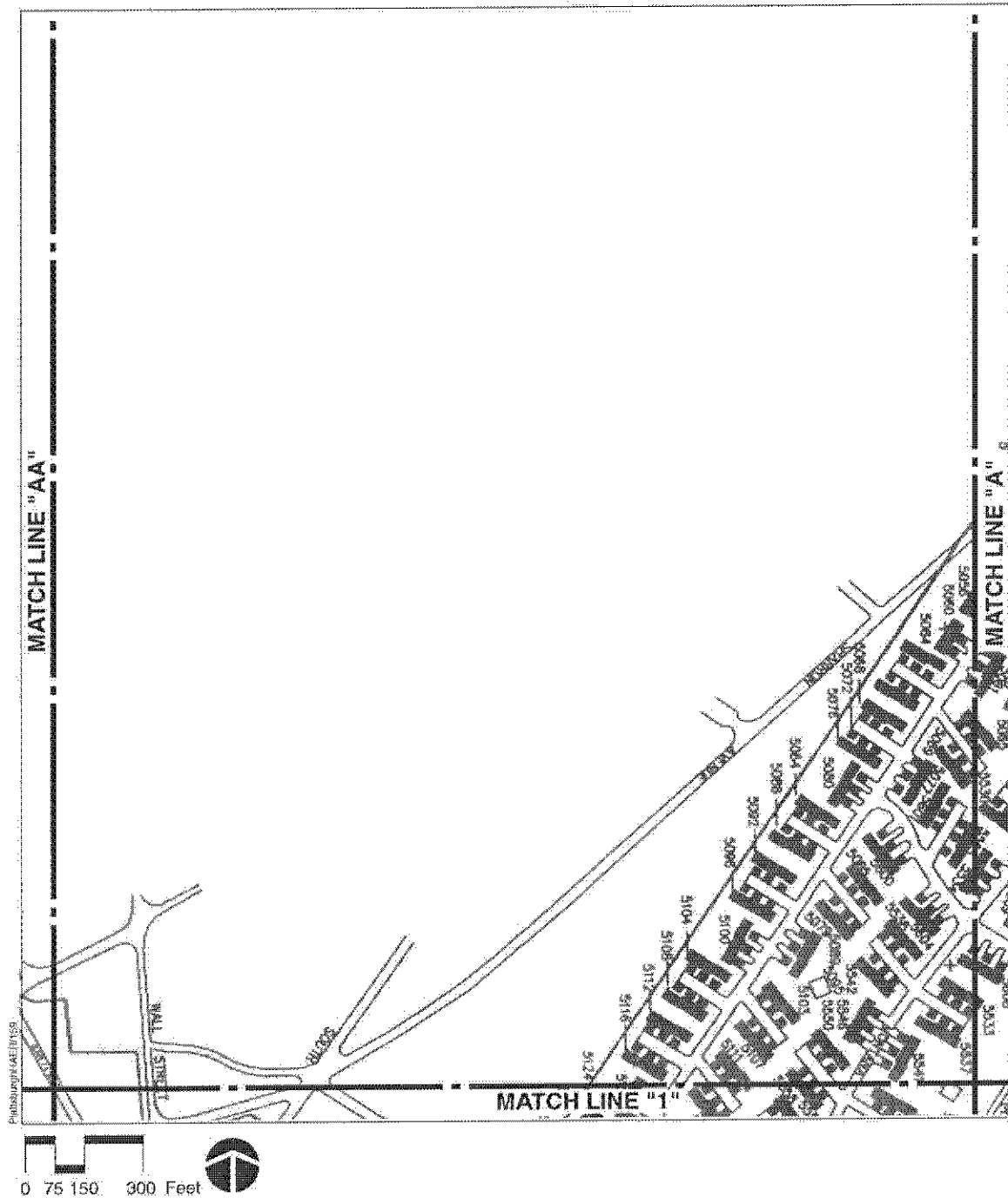
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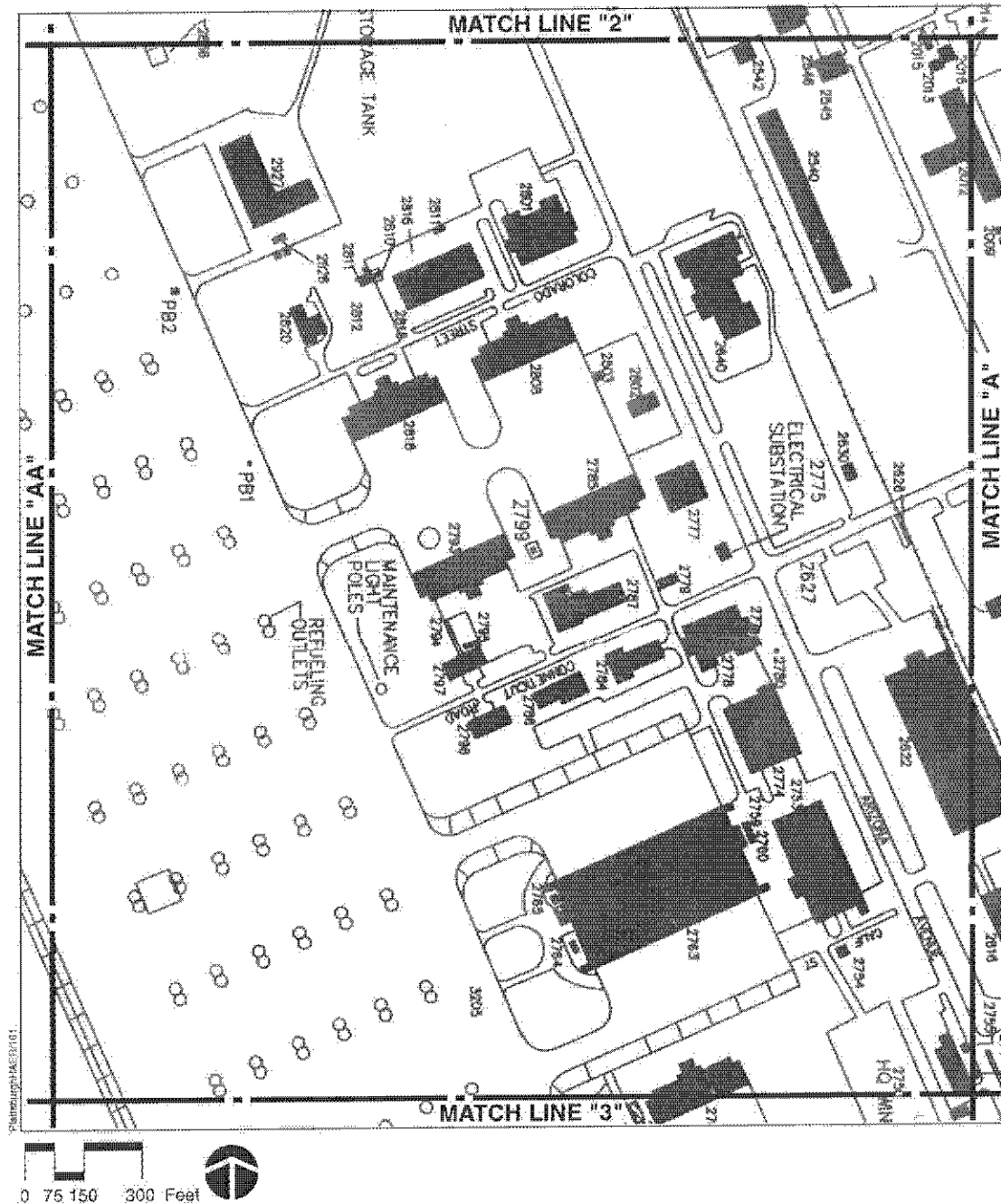
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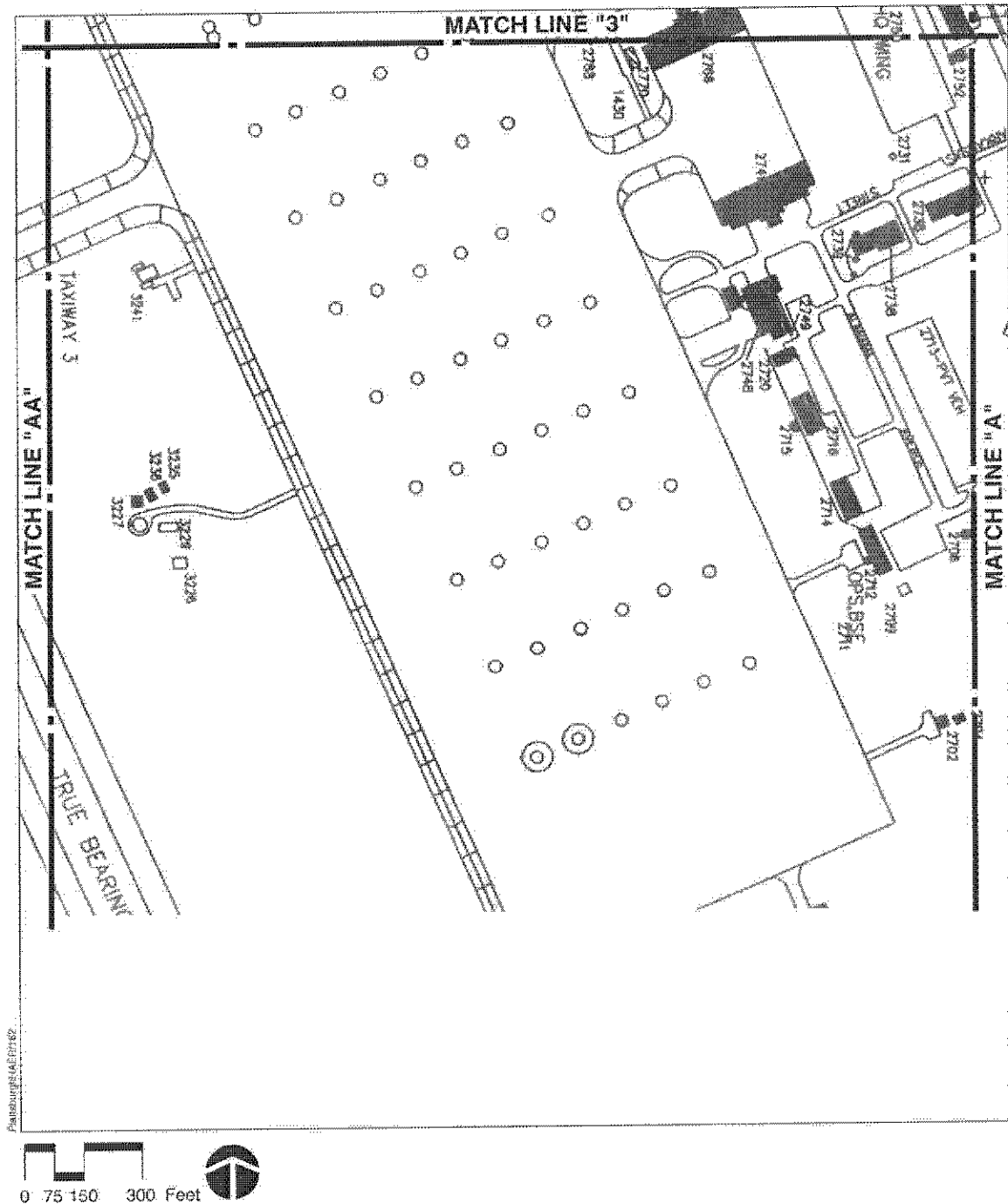
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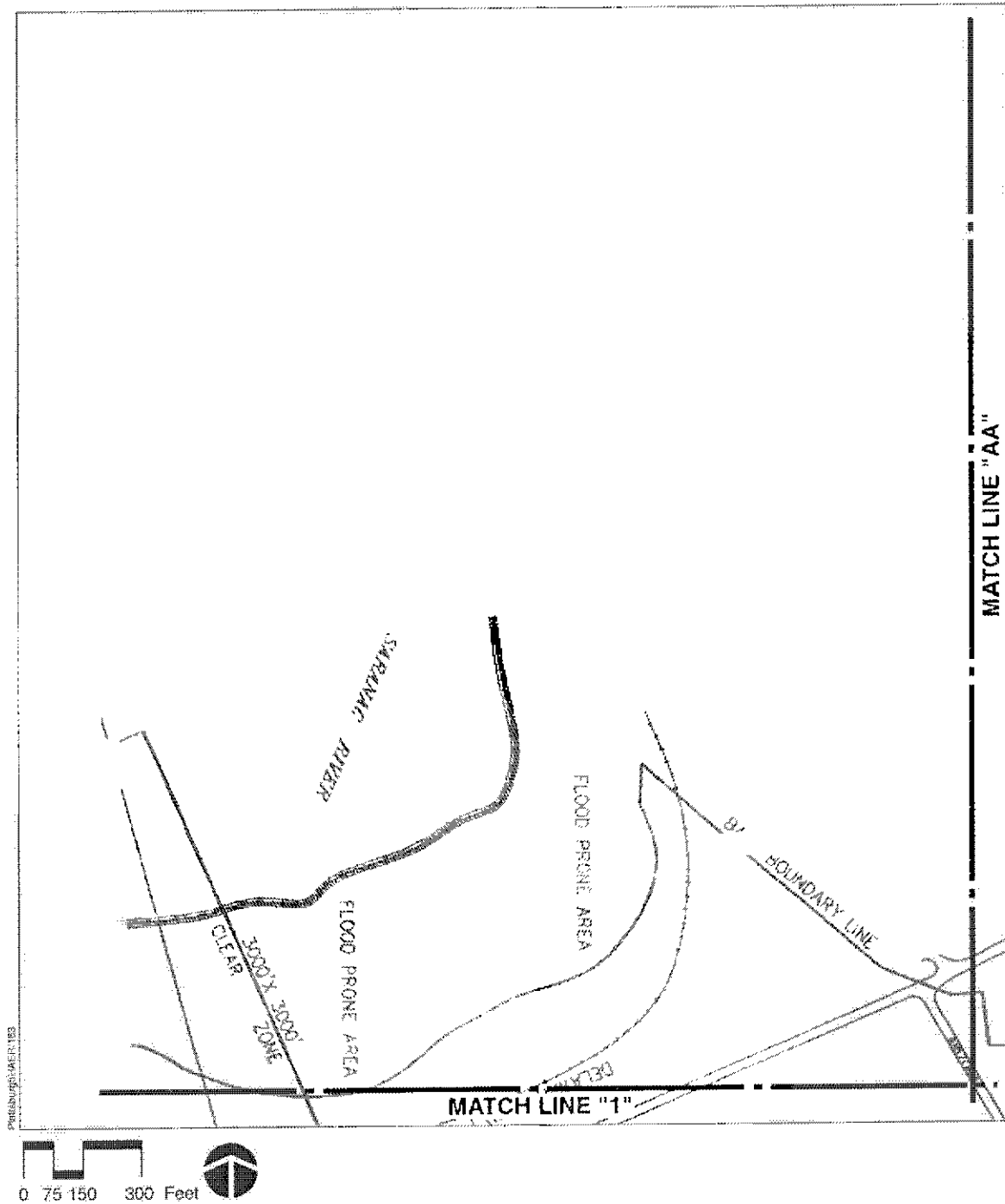
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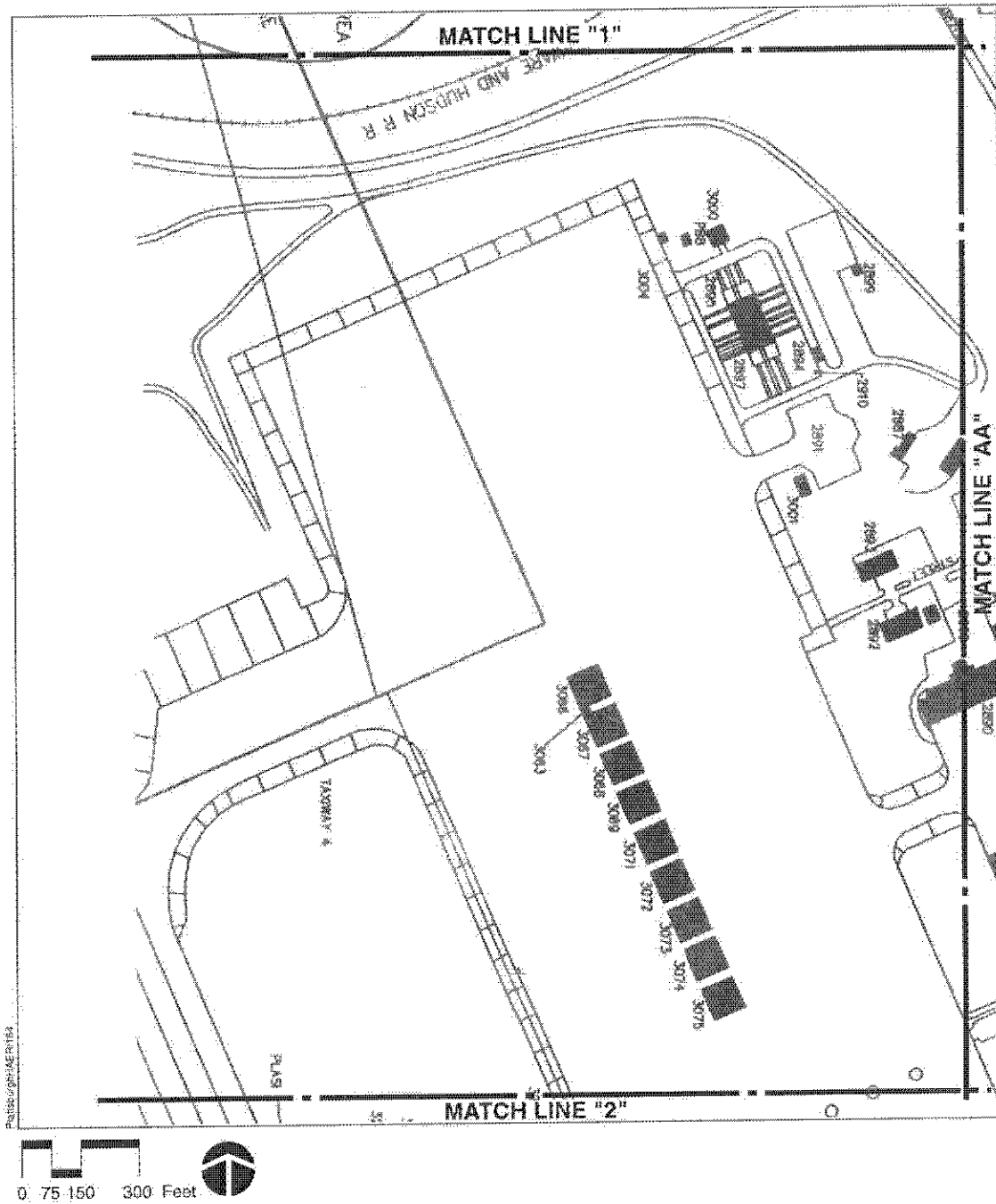
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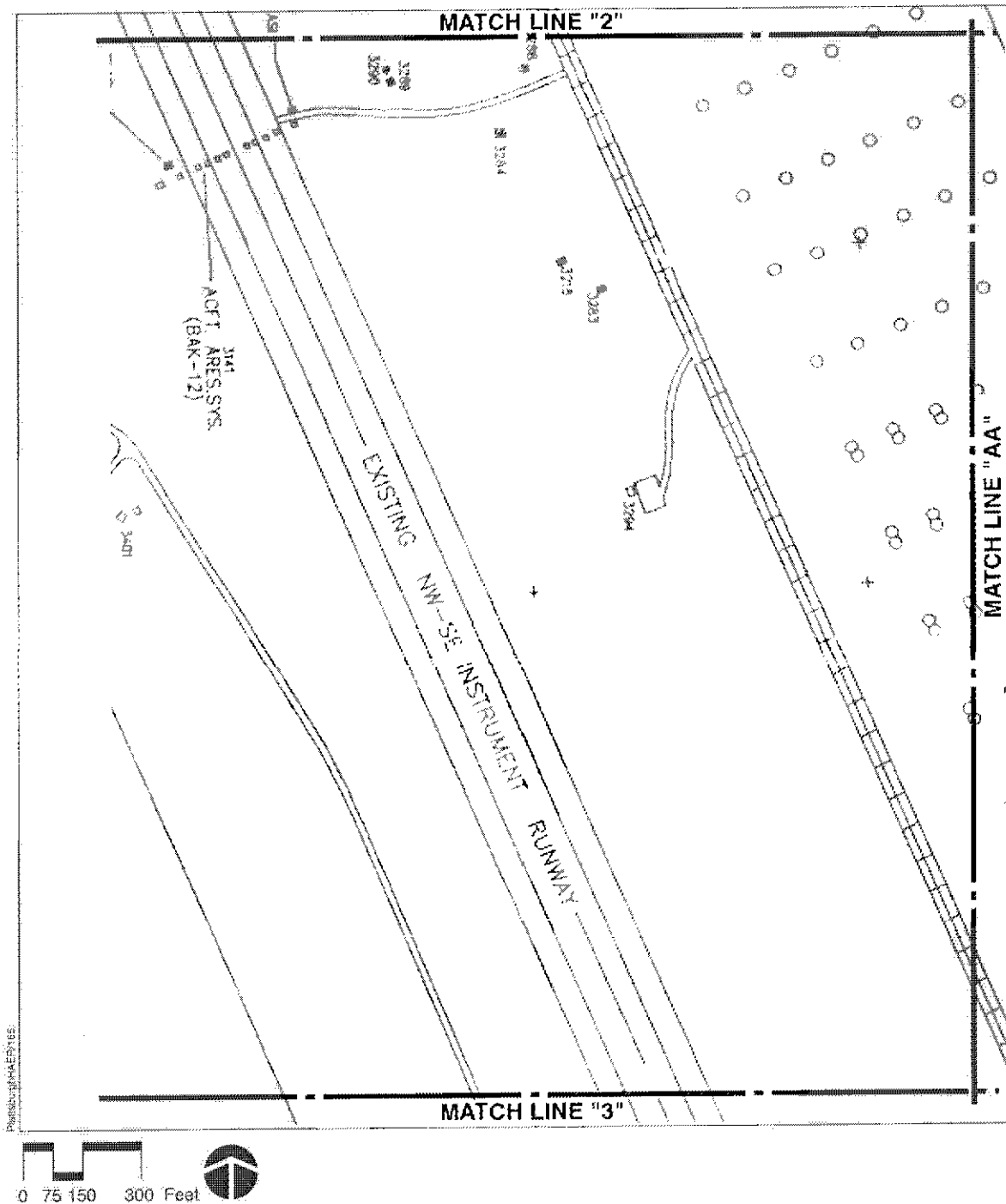
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